RAILROAD

JUNE, 1970 MAGAZINE FIFTY CENTS

ELECTRIC POWER ON THE MILWAUKEE ROAD

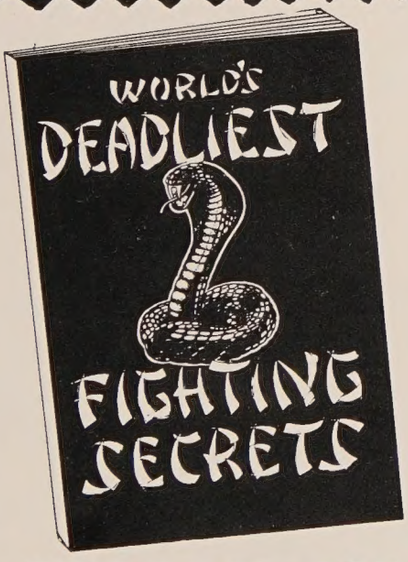
THE ERIE'S MONSTER MALLETS *by Robert A. LeMassena*

Free MEMBERSHIP IN THE BLACK DRAGON FIGHTING SOCIETY

as a special bonus for ordering early. Your own authentic identification card will be rushed to you absolutely free!

"THE DEADLIEST MAN ALIVE"

Bringing to you these forbidden and secret fighting arts is the Supreme Grand Master of all the fighting arts — Count Danté who won the World overall Fighting Arts championship (Master & Expert Divisions) after defeating the top Judo, Boxing, Wrestling, Karate, Gung Fu, Aikido, etc. masters in 'Death Matches'. On Aug. 1, 1967 the World Federation of Fighting Arts crowned the Count — "The World's Deadliest Fighting Master."



THIS BOOK CAN SAVE YOUR LIFE!

The FORBIDDEN and SECRET training manual of the BLACK DRAGON FIGHTING SOCIETY has never before been available to anyone outside of the Society. Recent attempts for regular publication and public exposure have been rejected as the contents were considered HORRIFYINGLY DANGEROUS and BRUTALLY VICIOUS.

Yes, this is the DEADLIEST and most TERRIFYING fighting art known to man — and WITHOUT EQUAL. Its MAIMING, MUTILATING, DISFIGURING, PARALYZING and CRIPPLING techniques are known by only a few people in the world. An expert at DIM MAK could easily kill many Judo, Karate, Aikido and Gung Fu experts at one time with only finger tip pressure using his murderous POISON HAND WEAPONS. Instructing you step by step thru each move in this manual is none other than COUNT DANTE — THE DEADLIEST MAN WHO EVER LIVED.

NOW

The World's Deadliest Fighting Secrets can be yours!...
The Supreme Grand Master of the BLACK DRAGON FIGHTING SOCIETY brings you the forbidden secrets of...

DIM MAK

"The Death Touch"

in this exclusive book!

BLACK DRAGON FIGHTING SOCIETY

The BLACK DRAGON FIGHTING SOCIETY is the WORLD'S DEADLIEST FIGHTING ORGANIZATION which has included in its closed membership the top fighting experts of the DREADED CHINESE TONG SOCIETY — the oriental, and more vicious counterpart of the Mafia. Its members, who are the world's top Masters in the oriental fistic and grappling arts, train in the most SECRET and FORBIDDEN aspects of the DEADLY Chinese fighting arts of GUNG FU, TAI CHI CHUAN, CHUAN-FA, KEMPO, HSING YI, PA-KUA, SHAOLIN BOXING and DIM MAK.

Until recently the forbidden training secrets of the society have been closely guarded by the members who were sworn to secrecy and joined together thru their **initiation ceremony of blood.** Breaking of the oath to secrecy meant **death by torture** to the offender.

Now for the first time their FORBIDDEN SECRETS OF TERROR can be shared with you.

BREAK A BRICK

Included in the manual is a GUARANTEED method of brick and board breaking enabling anyone to break a brick or board after only minutes of training. THIS IS NO EXAGGERATION. THERE IS NO TRICK OR GIMMICK. There is nothing to be held in the hand, or any hand brace needed; and no special stunt bricks or boards are needed. This is the same method that many famous Karate Masters use.

POISON HAND

Considered by many as **evil** and **cruel;** the **lethally savage ripping, tearing, slashing, clawing** and **gouging** techniques which comprise the POISON HAND ARSENAL are used to attack (by strike, touch or pressure) the nerve centers, pressure points, major blood vessels and vital organs of the body. You will learn the original 77 "POISON HAND" techniques of ancient China in actual photographs showing them in application. These are not photos of drawings, but actual photos of COUNT DANTE applying these **torturing** techniques which are meant to **maim, disfigure, cripple** or **kill** and have been used by oriental terrorists and assassins to MURDER!

OUR $10,000 GUARANTEE

We cannot guarantee to make you a Fighting Arts Master or even an expert, as this is up to you; but we can make a $10,000 GUARANTEE that this book is DEADLIER than any other book, manual or course ever printed anywhere, at any cost and that it was, as mentioned before, refused for past publication due to its extremely FEROCIOUS nature. We also guarantee that the "WORLD'S DEADLIEST FIGHTING SECRETS" contains the most SECRET and FORBIDDEN **attack** and **defense** methods ever devised by man and that the DIM MAK and POISON HAND techniques are completely authentic and the WORLD'S DEADLIEST FIGHTING FORMS.

MAIL GUARANTEED NO-RISK COUPON NOW!

BLACK DRAGON FIGHTING SOCIETY, Dept. 251-60 DM4
Box 423, Union City, New Jersey 07087

Rush my copy of **"The World's Deadliest Fighting Secrets"** in plain wrapper immediately. I enclose full payment of $4.98 and there will be nothing to pay on delivery. If for any reason I am not satisfied, I may return the book in 7 days for a full refund. I pledge never to use the deadly techniques of the manual as an aggressor (only to defend myself) and will never abuse the trust placed in me.

Name _____

Address _____

City _____ **State** _____ **Zip** _____

As a special bonus for those ordering early an authentic I. D. card (silver thermo... on black) of the Black Dragon Fighting Society will be sent — while they last.

PROVEN IN THE LABS — PROVEN ON THE ROAD — PROVEN ON THE INDIANAPOLIS SPEEDWAY — and finally released to the public!

Yes, proven at Indianapolis — proven in the same test laboratories used by Ford, General Motors and Chrysler . . . proven by the world's largest automobile fleet owners! An exciting new scientific "breakthrough" that means . . . no matter what kind of gas you use . . . no matter what kind of car you own you can now pile up 100 miles of driving a week, month after month and fill your gas-tank as little as once a month . . . pile up 100 miles of driving a day all 365 days of the year . . . and save up to 500 gallons of gas each year!

NOW! 30 DAYS OF DRIVING ON A SINGLE TANK OF GAS!

— even more startling, now save up to $16 a month, up to 50 gallons of gas each month, without changing a single part on your car!

Laboratory reports . . . PLUS road tests conducted on Indianapolis proving grounds reveal you may now get as much as 37 miles of driving from each gallon of gas . . . save up to 50 gallons of gas each month . . . save up to $200 on your car each year!

Six months ago, for perhaps the first time in history, the United States Government issued patent protection to an invention that has been classified ILLEGAL! Sound strange? Not really here's why:

I'm sure you're familiar with the famous gasoline-economy tests run by all the major oil companies. Well, do you know that the remarkable new invention described on this page is actually banned from these tests because it is TOO EFFECTIVE! Do you know that because this invention saves so much gasoline . . . that because it gives so much economy, it is actually ILLEGAL for a test-driver to fit one on his car! And do you know that because it boosts gasoline mileage up to 11 more miles per gallon . . . it has actually been OUTLAWED in every recognized cross-country economy run . . . simply because the officials who conduct these tests were forced to rule that it gives all cars that have it AN UNFAIR ADVANTAGE!

In other words, if you are a person planning on entering one of these cross-country economy runs . . . then this message is not for you. YOU JUST WON'T BE ALLOWED TO USE THIS NEW INVENTION—SORRY, BUT IT'S SIMPLY ILLEGAL. BUT — if you are a person who is not interested in setting any records . . . who is only interested in getting more miles per gallon than you ever dreamed possible — and doing it the very same way that many of America's leading corporations are doing at this very moment — then what you are about to read is perhaps the most thrilling and exciting news in automotive history.

TEST DRIVERS REPORT UP TO 11 MORE MILES PER GALLON —

The name of this great new invention is the G. T. ENERGY CHAMBER . . . and there is no ketter way to describe to you the increased performance and economy it will give you . . . than to tell you of the "bombshell effect" it had on research scientists and test-drivers, who simply refused to believe their own gasoline gauges when they first tried it out. Look:

CUTS GASOLINE COSTS TO AS LITTLE AS 1¢ A MILE

1. When the G.T. ENERGY CHAMBER was first tested by the same research laboratories used by Ford, General Motors and Chrysler . . . results were so overwhelming, (a staggering increase of up to 68 per cent) . . . it actually lowered gasoline costs to as little as **ONE CENT A MILE.**

2. When tests were made by the world's leading auto rental system with this incredible money saving invention . . . and then test-run on the road and on such world famous proving grounds as the Indianapolis Speedway . . . the test-drivers of these vehicles were absolutely amazed to see big **8 cylinder sedans get better gas-mileage than small European economy cars!**

3. When large fleet owners and some of the nation's largest taxi fleets tested this great new invention to determine just how much gas it would save them . . . the results were so dramatic that within 30 days they reported savings of not hundreds . . . but thousands of gallons of gas the very first month alone!

UP TO 500 MILES OF DRIVING FROM A SINGLE TANK OF GAS

Yes, from test after test . . . road tests, laboratory tests, tests by some of the world's most famous drivers . . . come reports of cars that drive for hundreds and hundreds of miles ON A SINGLE TANK OF GAS! Reports of test cars from Ford, General Motors, Chrysler that get more miles per gallon today than when they were brand new! Reports of big, luxury sedans that weigh 2½ times more than small European cars . . . yet get better mileage, better performance and huge dollar savings thanks to this new miracle invention.

BEST PROOF OF ALL!

World's Leading Rent-A-Car Company Road-Tests Amazing New Invention For 3 Solid Months . . . Then Orders Fleet Of Cars IMMEDIATELY EQUIPPED! they report "Savings of up to 54 gallons a month per car"

Yes, from one of the nation's largest automobile fleet owners comes the most dramatic proof of all . . . A company that spends more money on gasoline in one weekend than the average person spends in a lifetime . . . they tested this incredible new invention and here is what they found. BOOSTED GASOLINE MILEAGE A WHOPPING 32% ON ALL CARS TESTED. Wouldn't you like to save up to $200 a year on your car? For full details read the rest of this page.

IF IT WORKS SUCH MILEAGE-MIRACLES, HOW COME THE CAR MANUFACTURERS HAVEN'T INSTALLED THIS TYPE UNIT IN THEIR CARS? — THE ANSWER IS THAT TWO ALREADY HAVE!

By now you are probably wondering just what is the G. T. ENERGY CHAMBER . . . and how does it work? Well, to make a long story short . . . if you were to look under the hood of one of those $20,000 European luxury cars like the Maseratti or the Aston-Marton, you would see sitting in those engines . . . a special gasoline unit . . . especially designed to extract more blazing power, more energy from each gallon of gasoline. This remarkable booster-unit is what gives these cars such magnificent performance . . . such TOTAL POWER . . . such increased engine efficiency.

And this is precisely what the G. T. ENERGY CHAMBER is designed to do — enable your engine to extract more piston-driving power, more raw, blazing energy and more gasoline economy . . . ONLY, instead of costing $100 to $150 (like the European booster-units) . . . the G.T. ENERGY CHAMBER costs but a mere fraction.

That's because after years of intensive research automotive experts have finally found a way to simplify these booster units . . . reduce the number of parts in each unit . . . mass produce them . . . slash costs to a mere fraction . . . and make them available at a price so low it's almost too ridiculous to mention. Why do you realize what this means to you if you are a person who is determined to save yourself up to $16 a month on your gas bills . . . up to 50 gallons of gas each month . . . yes, up to $200 a year on wasted gasoline.

INSTALLS IN MINUTES — PAYS FOR ITSELF IN AS LITTLE AS 15 DAYS!

It means that no matter what kind of car you now have . . . no matter how old that car may be . . . no matter what condition it is in . . . no matter how many miles you pile on each month . . . here at last is the automotive discovery you've long dreamed about . . . and has now come true.

Because, from this day on you too can now save up to 500 gallons of gas each and every year. NOW you too can drive for weeks and weeks on end without ever stopping at a service station. Now you too can drive across 6 states of the union on just a single tank of gas, blaze a trail from New York to Chicago on just 2 or 3 tankfuls. In other words, perform mileage miracles that only yesterday you thought were impossible.

So if you too want to achieve the same wondrous results as America's largest automotive fleet owners, by Indianapolis test-drivers, and by research scientists at the very same testing laboratories used by Ford, Chrysler and General Motors, then take advantage of this special Free-Trial introductory offer. Remember, all you risk is the few minutes it takes to fill out the special reservation coupon below, and you have a lifetime of driving convenience and economy to gain.

THIS OFFER EXPIRES IN 15 DAYS — YOU MUST ACT NOW!

Now the price of the G. T. ENERGY CHAMBER on this special introductory offer is not the 15 or 20 dollars you might expect . . . but only $5.95. Why, you'll save up to 10 times that amount in gasoline savings in no time at all . . . not to mention the hundreds of gallons of gasoline and hundreds of dollars in money you save year after year.

However, due to the enormous demands of trucking companies, car-rental companies, taxicab fleets and other large users, only a limited number of G. T. ENERGY CHAMBERS can possibly be allocated each month for consumer orders. Therefore, all orders must be filled on a first-come, first-served basis. So to take advantage of this limited introductory offer . . . mail the no-risk coupon today!

HERE IT IS — IN ACTION — The miracle G. T. ENERGY CHAMBER, caught by the eye of ultra high-speed cameras at one of the world's most famous proving grounds. Yes, here on the big viewing console you see dramatic picture-proof of tests conducted by leading automotive authorities at the Indianapolis Speedway . . . tests that PROVE you can now actually take ordinary gasoline . . . feed it into your engine in a new and different way . . . trigger it into piston-driving energy . . . and unleash a blazing source of power for your car. For full documented proof of just how this amazing new discovery can save you up to $200 in gasoline bills in the next 12 months . . . read the rest of this page. (Tests performed by official Indianapolis test driver.)

LOOK HOW EASY IT IS!

All you do is simply attach the G. T. ENERGY CHAMBER on your fuel line. Since it is a precision instrument, with a special model for each make car, there are no special adjustments for you to make. They've already been made for you at the factory. You simply screw it into place . . . and that's all. In fact, it's so easy you need not know a single thing about an engine to install it — and easy picture directions accompany each unit. Total installation time: 3 to 5 minutes. Total savings on gas: up to $200 a year!

ORDER TODAY — ON FULL, MONEY BACK GUARANTEE

AMERICAN AUTOMOTIVE UNITS INC. Dept. 1159
4806 Bergenline Avenue, Union City, N. J. 07087

Please rush me the sensational **G. T. Energy Chamber** immediately! I understand the price is $5.95 for which I enclose cash, check or money order. It is understood that I may return the unit anytime for full purchase price refund if I am not fully satisfied.

Make of Car _____ Year _____

NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

SPECIAL OFFER: Purchase one for yourself and one for a friend and save even more. Order two **G. T. ENERGY CHAMBERS** for just 10.95 (a savings of $1.00) same guarantee as above. Make of Second Car..... Year.....

( ) C.O.D. orders enclose $1.00 deposit. Same money back guarantee.

RAILROAD MAGAZINE

Adventurous Railroading and Rail Hobbies—Founded 1906

VOL. 87 No. 2 JUNE, 1970 50 CENTS

FREEMAN HUBBARD
Editor

ALBERT HERSKOVITS
Assistant Editor

MICHAEL A. EAGLESON
Steam Locomotives

SY REICH
Technical Editor

BARBARA KREIMER
Information Booth

STEVE MAGUIRE
Transit Topics

JOSEPH A. MANNIX
Staff Photographer

JOSEPH EASLEY
Illustrator

ILLUSTRATED FEATURES

Photographs of the Month 13

Milwaukee Electrification ..... Donald C. Dietrich 18

Passenger Train Survey 28

Erie Mallets ..... Robert A. Le Massena 30

Interesting Railfans No. 90: Elmer Treloar 35

Renumbering of Milwaukee Power (1939) 50

FICTION

Hotshot Silk Train ..... Chick Bliss 42

SHORT HAULS

Additional Roster Notes ..... Sy Reich 48

Along the Iron Pike *(pictorial)* ..... Joseph Easley 48

DEPARTMENTS

The Mail Car 6

Transit Topics 38

The Hobby Club 41

Coming Events 48

The Switch List 54

Pen Pals Wanted 56

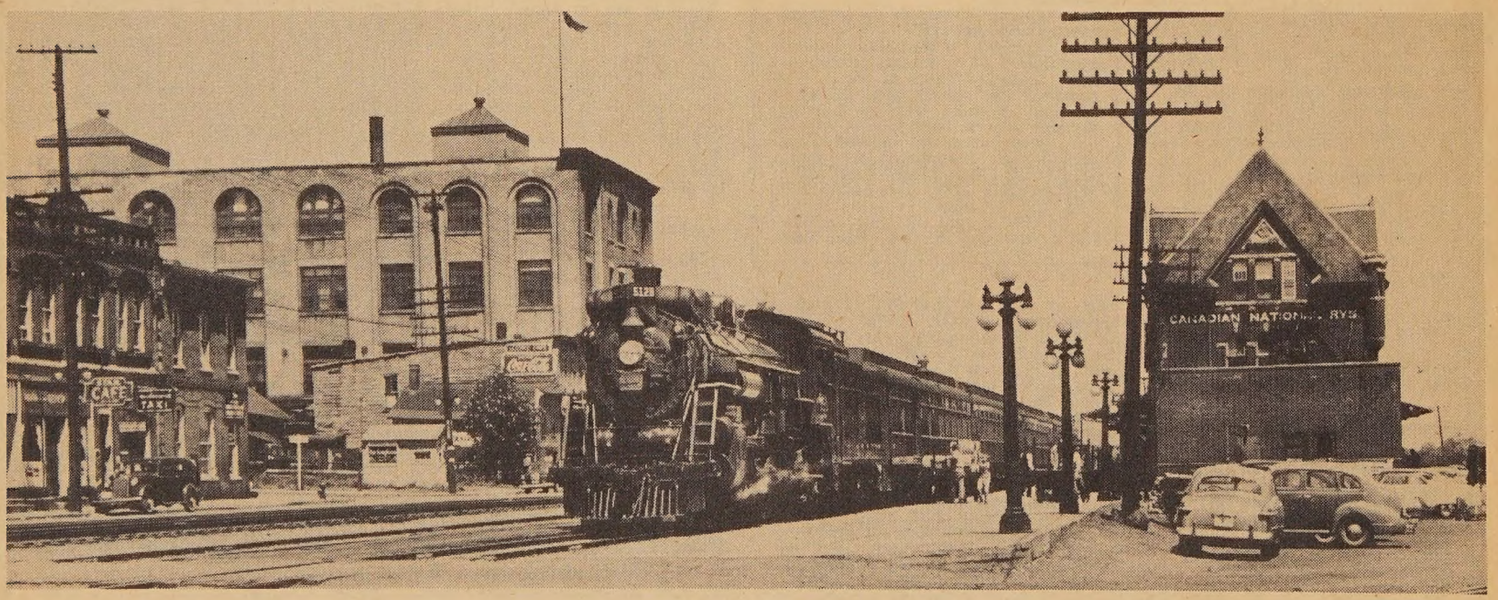
Model Trading Post 56

In Search of Steam 58

Information Booth 60

Books of the Rails 66

June 10, 1952: Canadian National train, westbound, rolls along an open street in Port Arthur, Ont. How many trains today use business streets?
Photograph by Elmer Treloar



HENRY STEEGER, *Publisher*
ROBERT D. MORIARTY, *Advertising Director*
EARL UMPENHOUR, *Production Manager*
IRA MOSHIER, *Newsstand Sales Manager*
JOSEPH MUCCIGROSSO, *Subscription Manager*

ADV. REPRESENTATIVES
Robert Stark Associates, 145 East 52nd St., New York, N.Y.
Harley L. Ward, Inc., 360 North Michigan Ave., Chicago, Ill.
Townsend Millsap & Co., 110 Sutter St., San Francisco, Calif.
Townsend Millsap & Co., 3959 West 6th St., Los Angeles 5, Calif.

RAILROAD MAGAZINE is published monthly by Popular Publications, Inc. at 205 E. 42nd Street, New York, N.Y. 10017. Henry Steeger, President. John J. McVarish, Treasurer. Second-class postage paid at New York, N.Y., and at additional mailing offices.

Magazine is copyright © 1970 by Popular Publications, Inc. Copyright under Universal, International and Pan-American Copyright Conventions. All rights reserved, including the right of reproduction, in whole or in part, in any form.

Single copy 50c. Subscription for U.S.A. and its possessions, $5.00 for one year; $6.00 per year in Canada and all other countries. Title registered in the U.S. Patent Office. Send all subscriptions and renewals to Railroad Magazine, Portland Place, Boulder, Colo. 80302. Address other mail to Railroad Magazine, 205 E. 42nd St., New York, N.Y. 10017. Please query the editor before submitting feature articles. Care will be exercised in the handling of unsolicited manuscripts, but no responsibility is assumed for their return. Printed in U.S.A.

CHANGE OF ADDRESS: POSTMASTER—Please mail Form 3579 notices to: RAILROAD, Portland Place, Boulder, Colorado 80302

NATIONAL ASSOCIATION OF RAILROAD PASSENGERS

". . . The National Association of Railroad Passengers — NARP — the widely respected spokesman for rail travellers in all 50 states of the Union, has expressed great interest in this aspect [Government car-leasing pool study] of our proposal . . . I welcome NARP's support, and I believe that their suggestions now and in the future will prove to be most valuable . . ."

—Senator Gordon Allott in the U.S. Senate

". . . I want to especially thank the National Association of Railroad Passengers . . . for their help in developing this [Intercity Rail Passenger Service Act] legislation. It is a very complicated field and I appreciate the technical advice they have given . . ."

—Rep. Brock Adams in the U.S. House of Representatives

". . . I have been highly pleased with the work of the National Association of Railroad Passengers and have high praise for . . . their fine contribution on behalf of railroad passengers throughout the United States . . ."

—Rep. James J. Howard in the U.S. House of Representatives

". . . . Since 1967 . . . the National Association of Railroad Passengers [has] been vigorously fighting for the maintenance and improvement of rail passenger service. . . . Their efforts deserve the commendation of many Americans who believe that rail passenger service is a viable and economical mode of travel which should be encouraged by the Federal and state governments and continued by the railroads. As a member of the Advisory Board of the National Association of Railroad Passengers, I am particularly proud of the fine work undertaken by . . . the Association . . ."

—Senator Claiborne Pell in the U.S. Senate

A PROGRESS REPORT

When the National Association of Railroad Passengers was formed a little over two years ago, we made this promise to ourselves:

"We will fight to save rail passenger service that we believe to be useful and necessary. For the first time, we will give the railroad passenger an effective voice in dealing with the railroads and regulatory bodies. We will fight our battle in the courts, in Congress, in the media and wherever the battle lines form."

After those two years, where do we stand?

NARP has brought together an organization of over 4000 strong, representing every state in the Union and several countries abroad.

NARP has won the respect and support of many distinguished citizens in Congress, in business and in every walk of life.

NARP has played a prominent role in hearings throughout the country in opposing discontinuance of useful passenger service. And we have been on the winning side in most of the proceedings in which we have been directly involved.

NARP has become a prime source of information about rail passenger service through our research studies, our newsletter, press releases, brochures and other materials.

NARP has established close working relations with Congress and has frequently presented its views before Congressional committees dealing with proposed rail passenger legislation.

We know that many of you are cheering us on. That's fine—but we need more than your applause. We need your active support, and that means your membership and your dollars.

In return, we offer you our newsletter and other timely material. But most of all, we offer you the opportunity to be part of this battle to save essential rail passenger service, and build on it for the future.

Are you with us? Then act TODAY!

NATIONAL ASSOCIATION OF RAILROAD PASSENGERS

41 Ivy Street, Southeast • Washington, D. C., 20003

Yes, I'm with you! Sign me up for membership in the category checked. I understand I'll receive your monthly newsletter and other timely material.

Regular $5 ☐ Contributing $10 ☐ Sustaining $100 or more ☐ General $1 ☐

Name_____

Address_____

City, state_____ Zip_____

R 670

THE MAIL CAR

where editors and readers meet

OUR cover shows an electric-powered Milwaukee Road train, No. 264, emerging from Eagle Nest Tunnel onto a trestle near Sixteen, Mont., in 1962. The picture was made by Ronald V. Nixon, Box 21, Missoula, Mont. 59801, who was No. 76 in our *Interesting Railfans* series. An account of the circumstances behind this photo appeared in our April '69 issue. ●

SPEED RECORD. A passenger train powered by gas turbine engines similar to those used in jet aircraft reached speeds of 170 miles an hour as it shot through Princeton Jct., N.J., on Penn Central rails. The United Aircraft Corp., which built the *Turbo Train*, claims its speed set a record for a passenger train in the United States. They are correct.

The company held two special test runs to demonstrate the turbine-powered trains, which have been designed for passenger service on the Northeast Corridor between Boston and New York. The trains are operated by the New Haven under contract to the U.S. Transportation Department.

The 170-mph record made last Dec. 21st, far exceeds that of the Pennsy's electric-powered trains which attained speeds up to 150 some time ago. ●

READER'S VIEWPOINT. "The increasing number of diesel photos shown in your magazine pleases me very much."—John A. Scesny, 780 Long Island Ave., Medford, N.Y. 11763.

"If you have read the story of Confederation, you may remember the huge land grants to the Hudson Bay Company and the Canadian Pacific. Twenty-five million acres were granted to the CPR alone. To grasp what this means, let me make note of the fact that in all of Alberta there are about 44 million acres under cultivation."—Morris Jevne, Co-op Union of Canada.

"The restaurant with a railroad motif pictured in your April issue reminds me of a somewhat similar eating place, Vonachen's Jct. Restaurant, at 5934 N. Knoxville Ave., Peoria, Ill. I understand it used to be a Rock Island depot. Connected with it are two retired observation cars, which also serve food. One car was TP&W No. 1; the other was C&EI No. 500, the *Danville*. Nearby stands a retired Illinois Central suburban tank steam loco, successively numbered 221, 201, and 1401."—Cecil M. Wilkinson, 14522 State St., Riverdale, Ill. 60627.

"I vehemently protest against the gutter language used in your April issue on page 13, column 3. Such items do not belong in *Railroad*."—Alfred P. Wilson, 131 Daughtery Ave., Sharon, Pa. 16146.

"In defense of steam railroad enhanced by a sprinkling of feminine pulchritude, I cannot see why any steam railroad buff failed to enjoy your June '69, Jan. '70, and March '70 cover photos.

"As a farm boy living in the mid-1920's at Westboro, Mass., I would always stop work in the fields to watch Boston & Albany trains pass. I saw the older 1200-series Consolidations and the 1000-series in freight service. On passenger runs the 500's dominated. Occasionally a 1300 articulated labored thunderously westbound with about 50 freight cars. Then in about 1925, experimental Lima Berkshires began pulling 60 and on up to 90 cars on the same route, while 6000-series Hudsons went to work on passenger service. Was any B&A Berkshire saved from the torch?"—John R. Lukko, 23 Harvard Rd., Cranford, N.J. 07016."

"An interesting point about Virgil C. Staff's photo on page 14 of your April issue, besides the shapely young lady, is that Western Pacific unit 926-A is shown on O&W 503. First sold to the Sacramento Northern and renumbered 303, then renumbered WP 801-D, it was recently changed to the freight series, 926-A."—Don Wallworth, 135 Brookside Ave., Hohokus, N.J. 17423. ●

EDITOR SAYS: The *Mail* Car welcomes letters on controversial topics, but keep them short. Our big problem is lack of space. We cannot find room to publish every interesting item we get. When a really good letter is too long for our use, we generally print only a few sentences of it and discard the rest. This practice annoys some readers, but we can't help it. There is no possible way for us to enlarge any department except by cutting somewhere else. In order to run your long letter in full, we'd have to eliminate several brief comments by other readers. *You* might like that, but those other fellows wouldn't.

Two more points: (1) Write or typewrite plainly. We ignore mail that is very hard to read. Our eyesight is too precious to waste on it. (2) All letters about paid ads should be addressed to our Advertising Department. The editorial staff has no control over them. ●

PERSONALITIES, Our best fiction story in recent years, according to Bill Warden, 1216 Shamrock Lane, Waynesboro, Va. 22980, was Blanche Mosler's *The Long Road* (Dec. '69). "It has no complicated operating problems," he says, "but nostalgic flavor of oldtime railroading. *Railroad* used to print such stories in the mid-thirties. After reading them, it was all I could do to keep from hopping the next freight." Blanche is practically our only fiction author who never worked for a railroad; her father was a Rock Island engineer. Next month we will publish another of her stories, *The Picked Crew*.

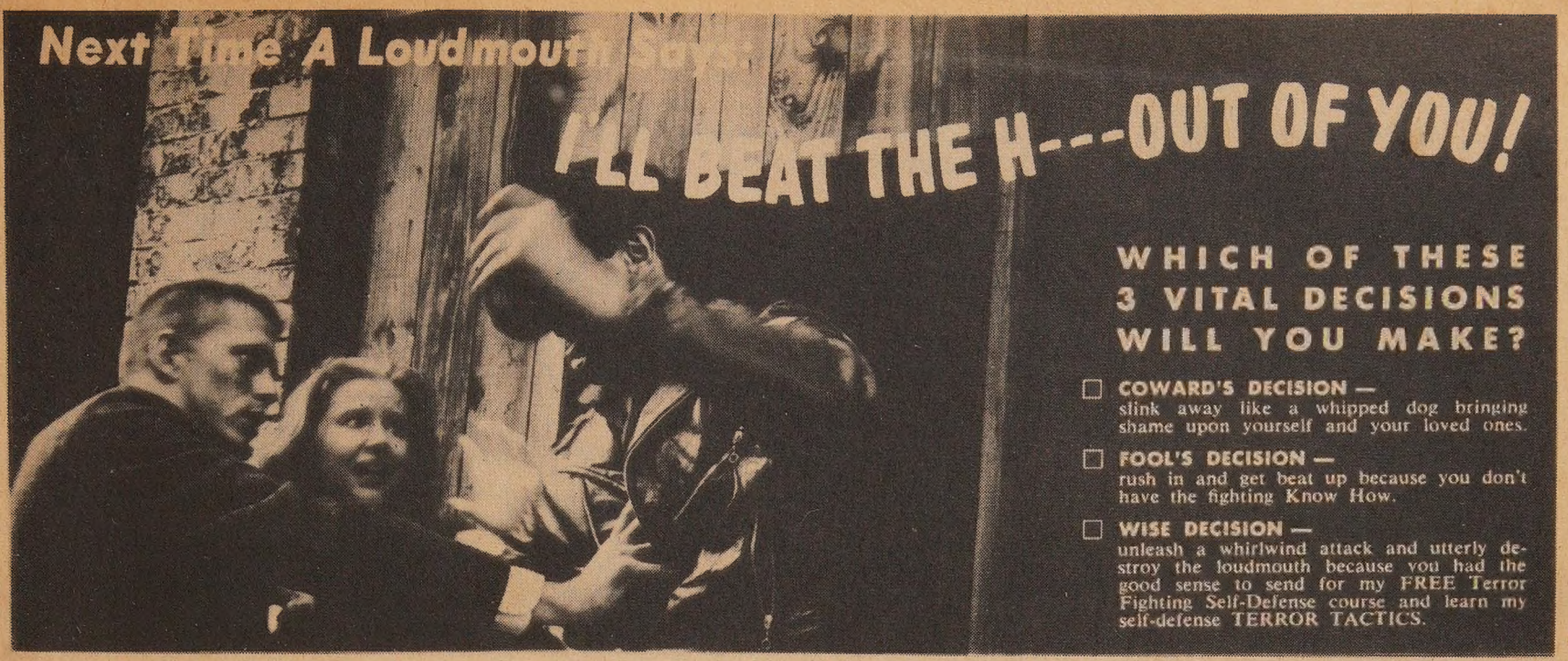
A humorous rail-fiction writer, MoPac engineer J. H. McKinley ("Bozo Texino"), died recently in Texas. One yarn he wrote for us long ago, *Rights Over Everything*, is a classic. Bozo deliberately put into it all of the trite rail-fiction gimmicks he could think of.

Lea Bourne has been working 3½ years for the chief clerk and super of the Norfolk & Western's Radford Division. "I wish I had started sooner," she says, "the atmosphere is so warm and friendly. As the chief dispatcher's office is just a few steps away, I get a first-hand view of train operation. When I first came here, I was unfamiliar with railroad terms. My boss dictated a letter containing the word *demurrage*, which I typed 'the merge.' The men thought it was funny. Since then I have acquired quite a bit of railroad knowledge, both from the job and from reading *Railroad Magazine*, especially its *Information Booth*." Lea lives at 5231 Heathstone Rd., N.W., Roanoke, Va. 24012.

"The aged, the blind, and the ill are frequently ignored, but not in your *Pen Pals* section," writes Cliff Thomas, 2315 Monroe St., N.E., Minneapolis, Minn. 55418. "You listed Bunnie Bunn, blind and despondent, as wanting pen pals. You said his wife would read letters and cards to him. I wrote to Mr. Bunn, enclosing a photo of my first private car, which Al Perlman used when he was vice president of the DRG&W. In reply, Mrs. Bunn asked me to thank the staff of *Railroad* for publishing such requests. She said her husband's life has been brightened."

The Pullman Memorial Universalist Church of Albion, Ill., now marking its 70th anniversary, was named by George M. Pullman, of sleeping-car fame, who built it in memory of his parents.

Too many of our readers have died of preventable heart disorders, the latest being H. Temple Crittenden, author of three railroad books (on South Africa,


Next Time A Loudmouth Says
I'LL BEAT THE H---OUT OF YOU!
WHICH OF THESE 3 VITAL DECISIONS WILL YOU MAKE?
☐ COWARD'S DECISION — slink away like a whipped dog bringing shame upon yourself and your loved ones.
☐ FOOL'S DECISION — rush in and get beat up because you don't have the fighting Know How.
☐ WISE DECISION — unleash a whirlwind attack and utterly destroy the loudmouth because you had the good sense to send for my FREE Terror Fighting Self-Defense course and learn my self-defense TERROR TACTICS.

10 SECONDS THAT SEPARATE THE MEN FROM THE BOYS

11:00 P.M. — An argument in a parking lot. A big, beefy wiseguy gets insulting and takes a swing at you. He's pretty sure of himself — sizes you up as a weak pushover who couldn't punch his way out of a paper bag. Your girl looks on, terrified that you'll be beaten up, maybe permanently injured. BUT . . .

11:00 P.M. PLUS 10 SECONDS — A Miracle! In a flash you streak forward — almost too fast for the eye to follow. The bully is down quivering in fear and writhing in pain — completely destroyed by the ferocious terror blitz you unleashed. This situation could happen to you. READ ON THIS PAGE HOW IN JUST DAYS YOU CAN ACQUIRE THE HIDDEN SECRETS OF 5000 YEARS OF RUTHLESS TERROR FIGHTING TACTICS —ABSOLUTELY FREE!—TAKE ON ANYBODY—ANYTIME—ANYPLACE AND *WIN!*

POLICE FILES REVEAL: 590,020 Burglaries, 61,410 Robberies, 100,110 Assaults, 21,080 Rapes, 6,920 Murders ALL IN A SINGLE YEAR!

IF ATTACKED — WHAT WILL YOU DO?

A BURGLAR IN YOUR HOME AFTER DARK!

Your family needs protection. Don't fail them. Here in this free book are the night-fighting tactics you need to hold a burglar helpless until police arrive. Here are the methods of the Commandos who fought by night.

A WOMAN TOO —

Can use the secrets in this free book and handle a man twice her size who tries to get fresh or WORSE. In seconds she can completely ruin any dirty dog who tries to lay a hand on her.

DISARM ROBBERS: —

Why give your money to some hoodlum. Here you will find terror-tactics that in a flash will enable you to make him drop his weapon and writhe in pain. Anyone dumb enough to tangle with a Weider Trained Terror Fighter will regret his mistake from a hospital bed or jail cell.

FEAR NO MAN IN JUST 24 HOURS

this absolutely free Terror-Fighting Course that I am anxious to send You shows how to swiftly start using my Terror-Fighting Secrets and Flatten out any Thug, Mug, Wiseguy or Bully — even if he's Tough, Trained and twice your size — Make him ABSOLUTELY HELPLESS IN SECONDS

FREE!

FOR MEN WHO WANT TO BE FEARLESS — A NEW TERROR FIGHTING COURSE 10 TIMES MORE DEVASTATING AND EFFECTIVE THAN BOTH KARATE AND JUDO COMBINED — NOW YOURS — *FREE FOR THE ASKING!*

WHAT'S THE SECRET?

NOT SIZE — NOT POWER — NOT STRENGTH!

I don't care if you're 15 or 50, Skinny, Fat or Undersize — If you've always been scared of your shadow — always 'chickened out' — never faced up to a fight in your life — got weak in the knees and ran — I PROMISE YOU THAT IN 24-HOURS I can give you the TERROR FIGHTING SECRETS that will turn you into a Fierce Human Arsenal of Fighting Power — giving you the cool confidence to walk through the toughest streets in late hours with the destructive force of a tiger stalking jungle paths — flattening and pulverizing in a split second with one jab of your finger any 200-lb. brute who is foolish enough to attack you — with one chop disarm any hood or break the strangle hold of any thief. No night-crawling thug will ever be dumb enough to break into your house nor any wise guy ever insult or lay hands on your loved ones or you — if he is still conscious after you've used the secrets that I am willing to send you FREE in this book. NEVER AGAIN FEAR ANY MAN—WIN WITH WEIDER.

After 20 years of research and at a cost of $200,000 into History's Most Terrifying No-Holds Barred Survival Struggle for Power — Going back into 50 centuries of terrifying combat secrets known to man, from the destructive fighting methods of the Hindu and Japanese Killer Cults Temples, from the merciless Nahutian Indians, to the Foot Fighters of the French underworld to the religious fanatic Assassins of the middle east to the Waterfront docks, Lumbercamps to the private files of the Commandos, Police Departments etc., I have learned that the secret of fighting power is not in the weight and muscles but just simple plain "KNOW-HOW". These "KNOW-HOW" secrets taken from all these fighting systems stretching 5000 years are now, for the first time known to man, put into one course that I am anxious to send to you showing how you, and your family in just 15 minutes a day in the privacy of your own home, can learn to master all these closely guarded secrets of the Karate, Savate, Judo exponents and masters to turn you into a Terrifying fighting machine. Take advantage of this once-in-a-lifetime, limited free offer and —

YOU CAN BECOME A DESTRUCTIVE SELF-DEFENSE TERROR FIGHTER IN JUST 30 DAYS!

says JOE WEIDER, *Acknowledged World's No. 1 "Trainer of Champions"*

Take care of yourself — Anytime — Anywhere — In any and all situations. Never again fear any man nor turn away from a challenge.

RUSH COUPON FOR FREE BOOK. Get this amazing booklet. It opens, for the first time, the door to 5000 years of amazing self-defense terror fighting tactics that can turn you into a terrifying fighter in days! Yours while the supply lasts!

BE THE "ONE-MAN-IN-A-THOUSAND" TO MASTER ALL THESE SECRETS OF HISTORY'S MOST FEROCIOUS FIGHTERS.

My course teaches you how to use the Foot-Fighting Secrets of the French Underworld, the Methods of the Samurai Warriors of Old Japan who killed with bare hands and feet; ASSASSINS — religious fanatical killers; CARIBS — savage natives; ROUGH AND TUMBLE fighters — the most ruthless tactics from the docks, dives and waterfronts of the toughest towns.

PLUS shocking secrets of hideous Vandals, Thugs, ferocious Aztecs — Vicious Karate-kas, Commandos, Jungle Fighters — Boxing — Wrest[illegible] — Secret Police Methods, and other destruc[illegible] self-defense secrets never before revealed.

All This and MORE in New Complete Terror-Tactics Fighting Course

THIS BOOK IS YOURS **FREE!** JUST MAIL COUPON

MAIL NOW . . . FOR FIGHTING SECRETS!

JOE WEIDER, Dept. 251-60SDI
531 - 32nd St., Union City, N.J. 07087

Yes Joe; I never again want to be "Weak In The Knees" and "Chicken Out" when insulted and attacked. I need your self-defense secrets that you reveal in your free booklet "How To Be A Destructive Self-Defense Fighter In Days". I am enclosing 25-cents to help cover the cost and handling of the booklet which is guaranteed to do all you say or I can get my money back.

NAME ..... AGE .....

ADDRESS .....

CITY ..... STATE .....

☐ If under 15 yrs. of age parents must sign here .....

Canadians: J. Weider, 2875 Bates Rd., Montreal, Que.

the Sandy River Line, and the Surrey, Sussex & Southampton). The best way we know of to avoid degenerative diseases of any kind is by reading (and following the diet and health tips in) *Prevention* magazine, 60¢ a copy, Emmaus, Pa. 18049. It's also a good way to cut down considerably on doctor, dental, and hospital bills. We print this item as a public service. ●

DURING the years of 1911-13, when Roy Rankin Gale (now Box 130, Roselawn, Ind. 46372) was a young telegraph operator for the Grand Trunk Pacific (now Canadian National), the wilderness between Winnipeg and Fort William in western Ontario held lure and adventure. Many a white trapper, prospector, and lumberjack married an Indian girl, there being relatively few other human females in the region. Half-breed girls resulting from these unions were so beautiful of face and shape that they won contests for such titles as *Miss Ontario* and even *Miss Canada.*

"Trapping was popular," Roy recalls. "If you dug out a den of black fox pups, you might get $14,000 for them. It was a lot of money in those days. I took trips occasionally with two other brass pounders, Jack Ward and Bill Bailey. We'd paddle canoes on the lake from Hudson, Ont., let out trolling lines, and usually catch a jackfish or two. Then we'd beach the canoes. Someone would take a .22 rifle or a muzzle-loading 28-gage Hudson Bay gun and shoot partidges. Later, we'd cook and eat the fish and fowl. Supplementing our meals were wild blueberries.

"I met many colorful characters. Prospectors from Alaska, Yukon, western U.S., Australia, South Africa, and various parts of Europe and Siberia. Lumberjacks came from northern U.S., eastern Canada, Finland, Sweden, and Australia. Some of the boomer railroaders who crossed my path were the best fellows I have ever known. They were Yankees and Canadians who had worked on railroads over much of the earth.

"I have railroaded and done other work in the States, Canada, Alaska, and Mexico, but am retired now and my boomer days hold the fondest memories. We'd work the wheat rushes in the Dakotas or Canada, then go to Texas for the cotton rush, and then up to Maine and New Brunswick for the potato movement. I was also a boxer and a sparring partner for such notables as Kid McCoy, Freddy Welch, and Battling Nelson.

"For a while in Armstrong, Ont., I shacked up with three switchmen. We used an old logging camp for headquarters and ate rabbits, wheat, and sourdough pancakes all winter, the wheat having been swept out of empty grain cars returning west. Occasionally we shot a moose to vary our diet. Now and then we'd be visited by smiling and sexy Indian girls, fine-figured and pretty, with sleek black hair, high cheekbones, dark skin, and flashing dark eyes. Real primitive. I shall never forget them. All in all, we had one hell of a time." ●

SPECIAL order No. 175 was issued by J. F. Maguire, superintendent of the Erie's Susquehanna Division at Elmira, N.Y., Sept. 20, 1898. A copy of it, preserved by Jim P. Hogan, 14 W. Pine St., Hornell, N.Y. 14834, reads:

Conductors: The number of people riding our freight trains is increasing rapidly and it is very evident that the trainmen are not making proper effort to keep these trespassers off. Some of them that we have arrested claimed that they had permission from the trainmen to remain on the trains. I wish you would give this matter your personal attention. Every outsider who gets on your train must be notified to get off. If you have trouble in getting him off, notify me by wire and we will have the officers at some point on the road take him off. ●

NEWS ITEMS. A ban on smoking in public trains and buses is being urged in the New York Legislature by State Senator Edward Speno. "Smokers have no right to infringe upon the rights of non-smokers," he says. "The right to breathe clean air must be restored to travelers, if not voluntarily, then by law, at least on part of all trains."

Fewer trucks use the highways these days between Chicago and Memphis. New railroad services, new pricing, and modern piggyback terminal charges are attracting more highway trailers aboard Illinois Central trains, according to *Modern Railroads* magazine. The *Fastback,* an overnight piggyback train between Memphis and Chicago, is booming rail business more than 20 percent. Because of its success, it has been extended to New Orleans.

A current movie, *The Molly Maguires,* is commented upon by Charles A. McCarthy, 318 Butler St., Pittston, Pa. 19640, author of a book, *The Molly Maguire Hoax* ($5.45 postpaid). McCarthy says his book "uncovers material hidden for 90 years" and proves conclusively there never was such an organization known as the Molly Maguires," but that "President Gowen of the Philadelphia & Reading Railroad and its coal subsidiary coined the nickname to smear and degrade mine union members."

The 23-mile Frankfort & Cincinnati all-freight railroad, often called "the Bourbon route," has asked the Interstate Commerce Commission to allow it to cease operation. The little railroad, which hauls whisky from Frankfort to Georgetown, was established almost a century ago.

For almost the first time in many years, Joe Easley goofed in his popular layout, *Along the Iron Pike.* His drawing of the unique Penn Central sign at Fairview, Pa., copied from a photo by K.F. Bowen, failed to use the lettering which the sign actually displays, *Rail Rail Crossing.* Instead, he lettered *Railroad Crossing,* which is not at all unique. Many readers were puzzled. ●

BERT PENNYPACKER, "Being a Rutland fan as well as a longtime summer resident of the Rutland area, I well remember seeing the many 'antiques' that the Rutland ran, as mentioned in Bert's article (April issue), although I was only about 12 when Rutland steam took its final curtain.

"The Rutland is now using an L&HR 1600-hp Alco switcher. The other day, while in that area, I followed the 'up' freight of the Green Mountain Railway. Besides its usual motive power of the ex-D&H 100-hp Alco, ex-Rutland 405 was coupled on. GMR colors and Rutland's are the same. The two engines made a pretty sight rolling along the old Bellows Falls subdivision."—Bob Emerick, 200 South Terrace, Boonton, N.J. 07005.

"I was intrigued by Bert Pennypacker's article on the fascinating Rutland Railroad. In my youth I spent summers along this line on Lake Champlain. I have a complete file of public timetables from about 1910 and many employees' tables, and actually a dining-car menu for their one and only dining car that for a time ran on the *Flyer* between Rutland and Montreal.

"The regularity with which the same engine always had the same train was remarkable. There was a time when the engineer's name was painted on the side of the cab. When number 75 was acquired in 1912, she was assigned to the southbound *Flyer* and northbound *Mount Royal* between Rutland and Troy. She held this run until the arrival of Pacific 82 in 1925, which held it until 83 arrived in 1929.

"Nos. 74 and 78 alternated nights to Montreal on the *Mount Royal,* giving way to 4-6-2's; and 84 and 85 had it from their arrival. However, numbers 76 and 77 held the *Flyer* run to Montreal from 1912 almost to the end of passenger service, something like 50 years, except that 4-6-2's might be used when traffic was heavy.

"I wonder if Bert is right about B&M engines from Boston coming clear to Rutland. In all my observation of the road I never knew this. B&M runs were turn-around at Bellows Falls. Is he perhaps, thinking of the fact that the northbound *Flyer* and southbound evening local from Troy to Rutland was always a B&M run for fifty years at least? I never knew an exception."—Richard D. Leonard, 1316 N. Linden St., Bloomington, Ill. 61701. ●

Mail This Coupon NOW!...

COMMERCIAL TRADES INSTITUTE
1400 Greenleaf Avenue • Chicago, Ill. 60626 • DEPT. AMG-670,
Accredited Member National Home Study Council

Please send me all the facts, complete details on CTI training in AIR CONDITIONING, REFRIGERATION AND HEATING.

Name_____ Age_____

Address_____

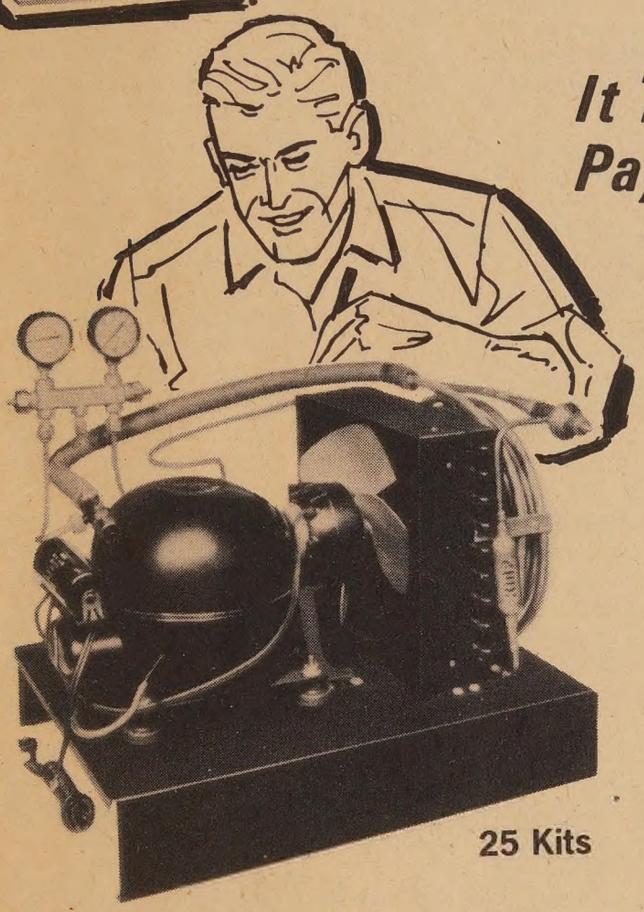
City_____ County_____

State_____ Zip Code_____

☐ Check for facts on GI Bill

GET THIS VALUABLE 32-PAGE BOOK

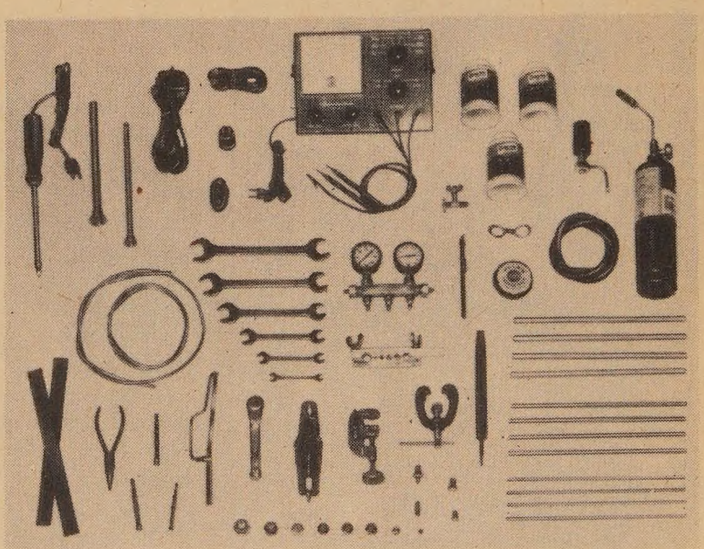
ABSOLUTELY FREE!



25 Kits

It Tells How to Get Ready for Top Pay...THOUSANDS of Good Jobs Open RIGHT NOW!

Skilled men are desperately needed in Air Conditioning, Refrigeration and Heating. Over 20,000 must be trained each year. If you are 18 or over and want an exciting, big pay future in this dynamic field, CTI training is for you! Get the facts that can put more money in your pockets—fast! ***Use the coupon to send for the free CTI book — NOW!***



You Build A Complete Refrigeration System!

In addition to easy lessons and work projects, you get (and keep) mechanic's tools and parts to build your own freezer or refrigerator. You get experience as you train.

APPROVED FOR GI TRAINING

If you served since January 31, 1955 or in service, check GI line in coupon.

IF COUPON HAS BEEN REMOVED — WRITE TO:

COMMERCIAL TRADES INSTITUTE

1400 GREENLEAF Dept. AMG-670 CHICAGO, ILLINOIS 60626

Accredited Member National Home Study Council

LEARN SURVEYING AT HOME!

APPROVED FOR G.I.'S VETERANS

Put Yourself on This HIGH PAY SURVEYING TEAM!

Prepare now at home for a rewarding Career in Surveying. Excitement! Fun! Prestige! Imagine yourself as part of a Surveying Team—in on planning of highways, bridges, dams, airfields, subdivisions, etc. Wonderful Outdoor Career . . . ideal for men who like to work with their hands.

We'll Give You This Famous

2X SURVEYOR'S TRANSIT

When You Train With Us For a HIGH PAY CAREER IN SURVEYING!

. . . lets you make Surveying measurements the way professionals do! PLUS 3 Big Surveying Kits you use during training . . . you keep throughout your Surveying Career!

GOVERNMENT PREDICTS HUGE NATIONWIDE SHORTAGE

U.S. Bureau of Labor Statistics predicts shortage of 50,000 civil engineering technicians (Surveyors, etc.) by 1970. You need no previous experience, no technical ability to qualify for one of these rewarding Career Opportunities! North American's "Learn by Doing" home-study plan has trained 1000s men to step into good-paying outdoor-technician positions in every State. Our staff of Professional Surveyors and Educators guide you step by step . . . give you all the professional equipment and help you'll need. Your training is fun—exciting new lessons reveal secrets of aerial, underground and underwater surveying and even surveying of outer space! Your training is so thorough that many North American students report good earnings part time while still learning! Thousands of men who are Surveyors now got their training through home-study. *You can too.*

Rush Coupon for FREE Facts!

Take your pick of 4 EXCITING SURVEYING CAREER Opportunities!

- career with **GOVERNMENT** (half of all U.S. Surveyors are employed by Government)
- career with **CONSTRUCTION CO.** (or engineering or architectural firm as member of Surveying Crew)
- career with **SURVEYING CO.** (that conducts surveys for others on fee or contract basis)
- **SURVEYING BUSINESS OF YOUR OWN** (as "free lance" Surveyor. Or, start your own Surveying Co.)

Rush Coupon for FREE "SURVEYING CAREER KIT"

. . . including 20-Page Book, "Your Future in Surveying," Sample Lesson and Self-Scoring Aptitude Quiz which will let you determine for yourself—in advance—whether you can qualify for a rewarding Career in Surveying. No cost or obligation, now or ever. No salesman will call. Rush coupon today.

SAMPLE LESSON — YOUR FUTURE IN SURVEYING

APTITUDE TEST

ALL 3 FREE!

NORTH AMERICAN SCHOOL OF SURVEYING
4500 Campus Drive, Dept. 04045
Newport Beach, Calif. 92660

Rush "SURVEYING CAREER KIT" including Book, Sample Lesson and Aptitude Test—ALL FREE!

NAME _____ AGE _____

ADDRESS _____

CITY _____

STATE _____ ZIP _____

ENGINEERS. The old T.T. Adams lumber railroad in North Carolina had three Climaxes. J.E. Hoppes operated one of them. Ten years ago he began building a loco that looks like a steamer yet runs on gasoline, completing it in 1965. He also built cars. Now his granddaughter, Dianne Hennesee, a high school senior, helps him to run the train. Both have the same address: Box 231, Rte. 3, Marion, N.C. 28752. Engineer Hoppes wants to hear from "rails."

Oldest Brotherhood of Locomotive Engineers member is J. A. Walker of Thunder Bay, Ont., Canada, who became 105 on Feb. 27th. He joined the BLE 79 years ago; is still in good health and very alert.

John Drayton is working for British Rail again. The retired loco engineer who set a world's record for making acceptable suggestions for improving railroad service and equipment now has a semaphore signal job. He lives at 13 Sycamore Ave., Griffithstown, Pontypool, Mon., England, NPA-5AL. ●

DOES the Union Pacific dominate all other railroads in the Midwest? The ICC will be asking this question when it seeks to find out whether members of the Harriman family and Brown Brothers, Harriman & Co.—the nation's oldest and largest surviving private bank—control the vast Union Pacific Corp. and Illinois Central Industries.

The Commission ordered the probe in a decision to reopen the seven-year-old merger case in which half a dozen roads are contending for either all or part of the Rock Island. The ICC acted on a petition from the Chicago & North Western which claims to have "new evidence" on the proposed merger. ●

ON FOREIGN RAILS. One of Argentina's finest trains collided with a local passenger train, killing more than 100 persons in the nation's worst railroad disaster. About 300 others were reported injured. The sleek express, *La Mixta,* with air-conditioned cars and a sleeper, was nearing Buenos Aires after a 925-mile run from Tucuman when the crash occurred near Pacheo, 25 miles from the capital.

A spokesman for the state-run railroad said the express—traveling at high speed—plowed into the rear of the local, which was filled with holiday passengers returning from a summer week-end.

The local's rear car landed on top of the express train's diesel engine. The site was several miles from the nearest station or highway. Darkness and confusion impeded rescue efforts.

Bad as it was, the Argentine collision last December 21st was far from being the world's deadliest rail calamity. The worst one killed 543 persons in a gas-filled mountain tunnel at Mondane, Italy, on Dec. 12, 1917.

Dianne Hennessee. (See item at left.)

Central Hungarian Railway was opened in July, 1846. Its first locomotive was shown on a Hungarian postage stamp issued in 1959. The engine built by Cockerill-Searaing, is named *Deru,* which means sunshine. She is now preserved in the Kozlekedesi Museum.

"Since I placed an ad in your *Switch List,* I have had many interesting letters from North American railroad men and fans, and I am busy answering them and trading books and timetables," writes Raymond Ruffel, British Rail passenger guard (conductor), 2 Victoria Villas, Little Sandhurst, near Camberley, Surrey, England. "Regarding your item about the great British train robbery: Jack Mills, the loco driver attacked by one of the bandits has died in a hospital. Eleven gang members are still in maximum security cells, serving terms from 14 to 30 years. They are all hoping for parole after serving a third of their sentences. If the man who hit the driver were ever named, he would be the least likely to be paroled. The gang leader, Ronald Biggs, is still on the run after escaping from prison in 1965."

Plans for a trans-Asia railroad to link countries from Singapore to Europe are gathering momentum. Experts from the Economic Commission for Asia and the Far East met recently in New Delhi, India, to discuss details of the proposed 9,090-mile network.

Vienna's old Franz Josef railway station is a grimy place, as nothing has been done to it since World War II. But international trains no longer depart from it, except one to Prague. The *Vindobona,* as it is called, travels fast, yet takes longer than the trains of 30 years ago. The reason is the long, drawn-out wait at the border caused by the tedious and suspicious passport and customs officials. The train's four carriages are half-empty. ●

START YOUR NEW CAREER NOW! WITHOUT OVERHEAD! ANY PLACE! ANY AGE!

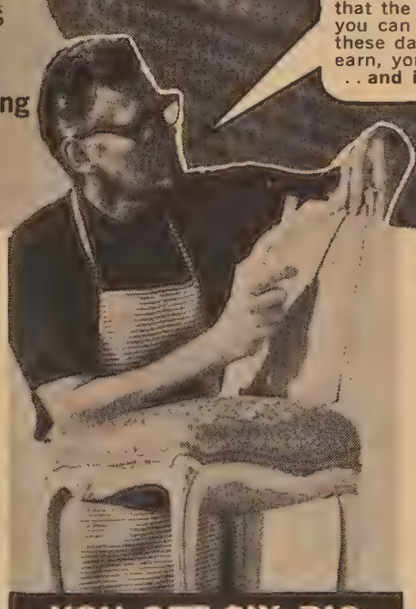
UPHOLSTERING JUST ONE CHAIR can pay you as much as your present weekly paycheck!

you don't even have to quit your present job!!!

Start learning now. At home, or in the garage, in your spare time — no outside classes to attend. If you can tie a knot and drive a tack, you can learn this business, quickly, easily. You start learning the basics **right away** through the proven MUI Home Training Plan. And before you're barely into it, you can start doing the simple upholstering jobs that are all around you waiting to be done. Chairs, cushions, seats, footstools. Even before MUI students finish their training, people start bringing upholstery jobs to them, and remember—the **world is full of furniture that needs fixing and re-upholstering and more is wearing out all the time!**

"What started as a hobby, now pays me $10 an hour"

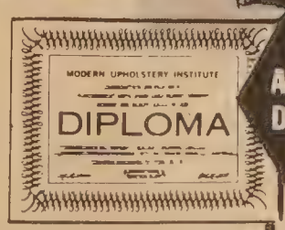
Yes, many MUI graduates make better than $10 an hour turning old wornout furniture into bright new decorator pieces! **Stack it up against what you're doing now!** Are you making $150 a week? $200? $250? Do you put in long hours of dull work, with small raises? Is that the way you want to spend the rest of your life? Just imagine, you can make $150, $200, $250 upholstering just **one** chair or sofa these days! And if you're the kind of person who likes to work and earn, you can sometimes finish a job like this in a day. That's pay, **. . . and it beats what most college graduates make!**



AS YOU LEARN, YOU JUST SLIP INTO THE IMMENSE FLOW OF UPHOLSTERY WORK! Think of all there is! . . . Sofas, lounging chairs finished in beautiful fabrics, which MUI tells you how to get at the right price — even leather and all the new vinyls. And then you have built-ins and breakfast nooks, boats, trailers and all the millions of automobiles in America. Yes, you learn all this and more! When we finish teaching you, (in your own home in your spare time) and when you get our California state approved diploma, you **know** this business . . . **as a real professional!** You will then have one of the most fantastic moneymaking skills in America built into your head and hands! No one can ever take this skill away from you . . . and no one can ever fire you, because **you're the boss** of a business that you can take with you . . . You can make big money from then on . . . any time, **anyplace you want to put out your shingle!**

When you read the papers you see there's a strike here, a lockout there. Detroit lays off 150,000 men. A plant is shut down and moved out of state. A new automated machine eliminates 5,000 jobs. They talk about dislocated workers and try to do something about it. What pays the bills if you get caught up in one of these situations? When you know upholstering, life gets very simple and lots of fun. It's simple because where there are people, there are upholstery jobs and lots of them. It's fun because life is fun when the bills are paid and there's money in the bank, even enough to buy those things you've always wanted for yourself.

YOU GET SIX BIG FURNITURE KITS FREE



YOU GET THIS **AUTHORIZED DIPLOMA WHEN YOU GRADUATE**

REFUND OR REPLACEMENT GUARANTEED TO CONSUMER BY PARENTS' MAGAZINE IF PRODUCT OR PERFORMANCE IS DEFECTIVE AS REPORTED WITHIN 30 DAYS OF PURCHASE

MUI IS APPROVED BY THE CALIFORNIA SUPERINTENDENT OF PUBLIC INSTRUCTION AND IS AUTHORIZED TO ISSUE A DIPLOMA IN UPHOLSTERY.

MODERN UPHOLSTERY INSTITUTE
Box 899-CXJ, Orange, Calif. 92669

WORK THE HOURS YOU LIKE TO WORK!!

If you favor a regular 35 hours a week, upholstery lets you do it and make a really fine living. On the other hand, if you're really ambitious and want to work 60 or 70 hours a week, **you are starting to talk about some big, big money!** The important thing is that the choice is **yours,** not somebody elses! (Not like when you're working for someone else.) Many students of retirement age just do a few pieces now and then just to keep things nice and comfortable.

TO GET STARTED, JUST GET THE COUPON IN THE MAIL . . . TODAY!

It costs you nothing to get the information and there's no obligation. No salesman is going to call you. This much and this much only, every successful MUI graduate must do for himself — **send the coupon today!**

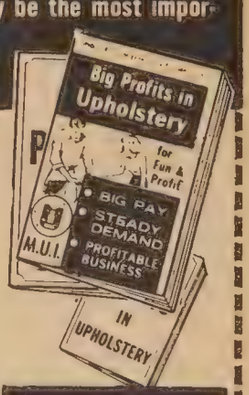
YOU'LL GET A BIG ILLUSTRATED 32 PAGE BOOK ON UPHOLSTERY

and the upholstery business, and an actual free sample lesson showing how the fabulously successful MUI system is taught. For your sake and the sake of your future, do it now. Cut out the coupon, fill it out, put it in an envelope and mail it now. Air mail reaches MUI about two days sooner!

ALL THE SPECIAL "TOOLS OF THE TRADE" ARE YOURS . . . **FREE**

THIS FREE UPHOLSTERY BOOK may be the most important information you ever read.

MAIL COUPON NOW!



MODERN UPHOLSTERY INSTITUTE, Box 899-CXJ
Orange, Calif. 92669

Please send the FREE UPHOLSTERY CAREER BOOK, the FREE SAMPLE LESSON. I understand I am under no obligation whatever and am just sending for the free facts on job and career opportunities in Upholstering and the MUI home training program. I understand that no salesman will call.

Name _____ Age _____

Address _____

City _____ State _____ Zip _____

APPROVED FOR VETERANS

Performers appreciate the Broadcast Engineer's skill. He makes an important contribution to a smoothly-produced program.

HOW TO Get an Exciting Job "Inside" Radio or Television...as a Broadcast Engineer

No college or high school diploma needed—just a Government FCC License. Here's how you can prepare in your spare time

LOOKING FOR A JOB with more money and more excitement? Become a Broadcast Engineer!

When you work at a radio or TV station, you're where the action is. You're in on news as it breaks. You hear new records before they're released. You often know the behind-the-scenes stories of important events. You rub shoulders with famous people in show business, athletics and politics. And you may get to announce news or music and become a local celebrity yourself.

There are deeper satisfactions too. In emergencies you help save lives and restore order. During the great power blackout of 1965, radio helped prevent widespread panic.

Yes, broadcasting is exciting. And breaking into it is easier than you might imagine. Right now, there's a desperate shortage of broadcast engineers—a job that pays from $185 to $215 a week at big-city stations once you have a little experience under your belt.

All You Need Is a License

You don't need an engineering degree to qualify. You don't need a high school diploma. All you need is a Government 1st Class FCC License. If you have one, most stations will welcome you with open arms. In fact, *Radio-Electronics* magazine says: "If you can't get a good job with one...you'd starve to death in a candy store."

For some men, getting an FCC License is easy. For others it's hard. It depends on how much electronics you know when you take the licensing exam.

Our specialty is making it easy. For over 30 years, we've been teaching men electronics in their homes. No lost income—no classes to attend. Yet our graduates learn their electronics so well, 9 out of 10 pass the FCC exam. Without our training, two out of three men fail! For this reason we can back our license-preparation courses with our iron clad Warranty: Upon completion of your course, you must be able to pass the FCC exam...or your tuition will be refunded in full.

What makes our course so good? For one thing, we use AUTO-PROGRAMMED® lessons. You build your knowledge of electronics the way you'd build a brick wall—one piece at a time. Each "piece" is small and easy to handle, And it rests securely on the pieces that came before it. It's easy to learn this way, even if you once had trouble with your studies.

And you get more personal attention than you might in a busy classroom. Your instructor doesn't merely correct and grade your work—he analyzes your thinking to make sure you are staying "on the right track." Then he mails back your assignment the same day he received it, so you can read his notes and corrections while everything is still fresh in your mind.

These 2 Free Books May Change Your Life

If you itch for a better-paying, more interesting job, the two books we offer may have your answer. One tells how to qualify for the many fabulous career opportunities in electronics. The other tells how to get your FCC License and break into broadcasting. Both are free. No obligation—just mail the coupon. It may be the turning point of your life.

ENROLL UNDER NEW G.I. BILL

All CIE courses are available under the new G.I. Bill. If you served on active duty since January 31, 1955, or are in service now, check box in coupon for G.I. Bill information.

"I GIVE CLEVELAND INSTITUTE CREDIT FOR MY GOVERNMENT 1ST CLASS FCC LICENSE,"

says Matt Stuczynski, senior transmitter operator, Station WBOE. "Even though I had only six weeks of high school algebra, CIE's AUTO-PROGRAMMED® lessons make electronics theory and fundamentals easy. After completing my CIE course, I took and passed the 1st Class FCC Exam. I now have a good job in studio operation, transmitting, proof of performance, equipment servicing. Believe me, CIE lives up to its promises. I really enjoy my work and I'm on my way up."

Cleveland Institute of Electronics
1776 E. 17th St., Cleveland, Ohio 44114

Please send me without cost or obligation:

1. Your 44-page book "How To Succeed In Electronics" describing job opportunities in electronics today, including those in broadcasting, and how your courses can prepare me for them.
2. Your book on "How To Get A Commercial FCC License."

Name _____ (Please Print)

Address _____

City _____ State _____ Zip _____

Occupation _____ Age _____

☐ **Check here for G.I. Bill information**

Accredited Member National Home Study Council.
A Leader in Electronics Training... Since 1934

AM-16

CIE Cleveland Institute of Electronics
1776 East 17th Street, Cleveland, Ohio 44114

PHOTOGRAPHS of the MONTH

Tom Brown, 1260 Brighton, 202 Albany, Calif. 94706

This Santa Fe F-45 was used in filming a General Foods commercial at Glen Frazer, Calif.

Representatives of exhibit cars that traveled with the *Flying Scotsman* take a trackside lunch break at Monroe, Va. Famous ex-LNER loco started Western tour April 17 at Slaton, Texas; she will be in San Diego from April 24-May 3; Los Angeles, May 4-10; San Francisco, 12-17. Last stop on Pacific coast in Vancouver, June 1-14. (See our May issue for full schedule.)

William E. Warden, Jr., 1216 Shamrock Lane, Waynesboro, Va. 22980

New Jersey's newest railroad, owned by S. J. Groves & Sons, construction firm building Rte. 280. We see one of its two brand-new GE U33-C's hauling a seven-car train up a steep grade in West Orange, N.J. The railroad runs approximately eight miles. Object halfway down side of engine is an American flag flying on a staff from the hand railing.

Don Wallworth, 135 Brookside Ave., Ho-Ho-Kus, N.J. 07423

Fremont, Calif.: Waiting for the *California Zephyr*. It won't come again.
Photograph by Virgil C. Staff

For the first time in history, a train crosses Australia from one end to the other! Feb. 26, 1970 saw arrival of the *Indian-Pacific Express* in Perth. Former trips involved changing trains four times on three different gages: 5′3″, 4′8½″, 3′6″. VIP train above is pulled by two L class engines.
Paul Woodland, 90 Ellesmere St., Mount Hawthorn 6016, West Australia

A southbound International Railways of Central America freight rounds a bend 46 kilometers north of Guatemala City in 1967. Train was using three locos.
Elmer Treloar, 101 California, Highland Park, Mich.

WINTERSCAPES

Drivers pounding, Canadian National's 338-ton 4-8-4 steams past fans on photo run at Oro, Ontario, last February 14.
Albert Herskovits, 40 E. 66th St., New York, N.Y. 10021

Richard Allen, 14 Ethel St., M.R. 99, Binghamton, N.Y. 13905
Erie Lackawanna E8's, Nos. 826 and 828, pause at Elmira, N.Y., with the last run of train No. 5 on Jan. 5, 1970. This marks end of all EL mainline passenger service; Chicago-bound travelers now take Penn Central trains out of New York City.

Wabash Railroad car-ferry *Windsor* crosses ice-laden Detroit River on February day in '57.
Photograph by Elmer Treloar

Canadian Pacific Railway photograph

Old Man Winter keeps busy forming icicles on tunnel tops under which the Canadian Pacific's scenic dome units must travel. To meet the challenge, these locos are equipped with steel crossbars (two shown on each diesel above) for the transcontinental runs. Called de-iciclers, they shear off the icicles before they can break against the scenic dome cars.

The Story of MILWAUKEE ELECTRIFICATION

by Donald C. Dietrich

BACK in 1913, *Railroad Magazine* and other periodicals devoted quite a bit of space to the plans of many steam railroads for mainline electrification. Some projects, like that for the Rio Grande's Soldier Summit, did not materialize. Others, including modernization of the Norfolk & Western's Elkhorn Tunnel, were built and lasted for many years. A major plan announced in 1913 was for the longest mainline electrification in our hemisphere, which is still operating. This was on the old Chicago, Milwaukee & St. Paul, later the Chicago, Milwaukee, St. Paul & Pacific, or Milwaukee Road.

The project attracted much attention. The road planned to electrify 440 miles of its Montana mainline, crossing several mountain chains. It chose 2400-volt DC, to be supplied by local power companies, which at that time had neither the necessary generating facilities nor transmission lines. Although the design was based on the successful electrification of the Butte, Anaconda & Pacific, the Milwaukee was going to pioneer in many ways.

As additional details developed, the project kept growing. The mainline was to be electrified all the way from Harlowton, Mont., to Tacoma, Wash., 871 miles. It was to be done in three segments: Harlowton, Mont., to Avery, Idaho, and Othello, Wash., to Tacoma, and Avery to Othello. However, the last portion never was completed. Voltage was raised to 3000 volts DC.

The Milwaukee's president, A. J. Earling, made C. A. Goodnow his assistant in charge of electrification. The latter handled the details. Construction crews assembled, material was gathered, and locomotives were ordered. An electrification department was formed in March, 1914, and actual work on the overhead began the following month at Three Forks.

The Milwaukee Road route from Harlowton west crosses five mountain ranges. Between each pair of peaks runs a picturesque deep valley, with ascending and descending grades from 1 to 2.2 percent. The route crosses the Big

Milwaukee Road's "Little Joe" E20 crosses over Northern Pacific tracks and the Clark Fork River, at St. Regis, Mont., July 23, 1969.

Joe McMillan, 250 South Rose Drive, #1
Placentia, Calif. 92670

Belt Range at Loweth, Mont., and the Rocky Mountain Range (and Continental Divide) at Pipestone Pass, and the Bitter Roots at St. Paul Pass on the Washington-Idaho state line. Then, after bridging the Columbia River, it tops the Saddle Mountains at Boylston, Wash., and the Cascade Range at Hyak. Don't expect to find all of these places on any map. For the most part they consist of only a tunnel, a substation, and a few houses for the section crew, or even less.

The Milwaukee electrification is classified by two districts, the names of which are the division names. The Rocky Mountain district extends 440 miles from Harlowton through Three Forks, Butte, and Missoula to Avery. The Coast district extends from Othello, Wash., for 206 miles through Beverly, Ellensburg, Cle Elum, and Renton, Wash., to Tacoma. Seattle, the largest city on the electrification, is on a short branch line and technically not even reached by Milwaukee-owned track.

While electrification crews were busy, the motive power men collaborated with General Electric Company in producing the world's largest electric locomotive. The first order was placed for 12 locomotives 112 feet, 8 inches long, and weighing 260 tons. Each consisted of two units, back to back with (2—B+B) + (B+B—2) wheel arrangement and semi-permanent coupling. Each unit produced 16-70 hp in a continuous basis, providing 40,400 pounds of tractive effort. The first engine, numbered 10200AB, and delivered September 25, 1915, was placed on display in Chicago, Milwaukee, Minneapolis, St. Paul, and other on-line cities. A trial run was made on the BA&P, using their reduced voltage. Then the locomotive continued west, stopping now and then for public display. Returning to the Rocky Mountain district, the first locomotive was joined by its partners. With the completion of overhead wires between Deer Lodge and Three Forks, Mont., electric freight service began December 1, 1915.

When Milwaukee Road electrics pulled passenger trains, special open observation cars on the *Olympian* gave passengers a perfect view of the Bitter Roots area.
Collection of E.W. Anderson, 941 W. Argyle St., Chicago, Ill. 60640

Success was immediate. Nine electrics did the work of 15 or more steamers on this 112-mile division. Although engine crew districts remained the same, the locos were run through without time-consuming changes. Running speeds were increased; service improved. Work on the overhead continued and the line from Three Forks to Harlowton was opened April 11, 1916. The Rocky Mountain electrification was completed when the Deer Lodge-Avery line went into operation in early 1917.

Meanwhile, orders had been placed for additional locomotives, identical to the first "box-cabs." Soon 84 units, arranged in pairs, were pounding the rails. Twelve locos were geared for

Ron Nixon, who made our front cover, also took this shot of a Milwaukee Road switcher and a road engine (E81 and E84) at Deer Lodge in 1962.

passenger trains, the remaining 30 hauled freight.

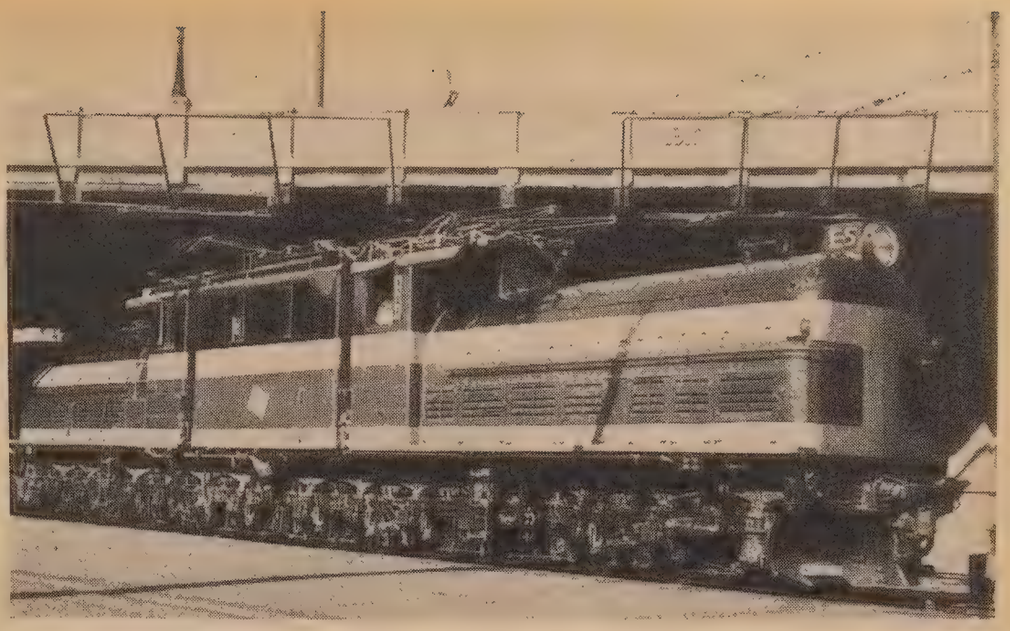
Despite the outbreak of World War I in Europe, the Milwaukee's electrification continued but at a slower pace. The relatively level line between Avery and Othello was skipped and work began on the Othello-Tacoma segment, which was opened in August, 1919. The last portion to be electrified was the 10 miles between Seattle and the mainline at Black River Junction, in July, 1927.

Two builders outshopped the additional motive power that was needed. In 1920 Baldwin-Westinghouse delivered 10 single-unit passenger locomotives for the Rocky Mountain district. All of the box-cab units were re-geared for freight service. Each B-W loco weighed 310 tons, had a 2C1-1C2 wheel arrangement, and was rated at 3400 hp.

General Electric produced the most famous of the new power in the form of 5 passenger locos. These were unusual in that they had no gears. The axle was the motor armature. Each had 14 axles and 12 motors and rated 3,517 hp. Each loco consisted of three units: two end sections riding on the trucks and a center section for the steam boiler, fuel, and water tanks. The sections could be disassembled for shop work. Nicknamed "Bi-Polars," these locomotives went into passenger service on the Coast district. Four steeple-cab electric switchers delivered by GE between 1917 and 1919 completed the new motive power fleet.

The electrics proved versatile, but larger ones were required. To get them, many box-cab units were run through the shops. After their pilot truck and cab section had been removed, these "B" units were placed between pairs of the unchanged "A" units, giving three-unit power with a wheel arrangement of (2—B+B)+(B+B)+(B+B—2).

As years passed, more "B" units were built, often without removing the pilot truck and cab. They were added to the three-unit sets to form four-unit locos. The result was a fleet of four-unit jobs with wheel arrangements of either (2—B+B)+(B+B)+(B+B)+(B+B—2) or a (2—B+B)+(2—B+B)+(B+B)+(B+B—2). Each modification brought a renumbering, making the compilation of an accurate motive power roster a complicated task that would tax even the ingenuity of a roster expert like Sy Reich.



This Bi-Polar Milwaukee Road electric had 14 axles and was semi-streamlined.
Photograph by E.W. Anderson

For many years the Milwaukee's electrified lines had basically the same pattern. One through freight train ran in each direction over the whole route, with extra freights as needed. Electric helpers stationed at the base of the worst grades pushed or were cut into the center of the freight trains. Helpers were used out of Three Forks and Butte, Mont., and Avery, Idaho, and Beverly and Cedar Falls, Washington. Traffic on the Rocky Mountain district has always warranted the maximum number of locos.

Electrics handled passenger trains until diesels replaced them in that service. For a while, the electrics were bumped from passenger jobs as the diesels ran through from Chicago to Tacoma. Then electrics were used again for passenger trains until 1959, when diesels took over and carried on until the end of passenger service in both districts.

In the late 1940's, so-called experts began suggesting that Milwaukee electrification was doomed. At that time all of the locos were at least 20 years old and the substation equipment was no younger. Diesels were displacing both steam and electric power on other railroads. It might have happened to the Milwaukee. Luckily, it didn't.

GE had built a fleet of electric locos for Russia, but the deal fell through and GE put them up for sale. The Milwaukee Road bought one, modified it for gage and voltage and gave it a successful trial run. After that, the road bought 11 more of them.

These mammoth electrics measure 87 feet, 10 inches and develop 5110 hp. Their wheel arrangement is 2D—D2. Two were equipped for passenger service by adding steam boilers (since removed) while the other 10 were assigned to freight. Passenger units E20 and E21 and freight units E70-79 have spent most of their life on the Rocky Mountain district. One or two of them were sent to the Coast district for tests, but the sub-stations on the Coast district could not support them. These units, nicknamed "Little Joes" because of their Russian (Josef Stalin) order, are now the mainstay of the Rocky Mountain district.

Another step toward getting the utmost out of electrification was made in the mid-1950's. The Motive Power department developed a remote-control device for its GP-9 diesels, which permitted the engineer of an electric loco to run the diesel from the electric's cab. Thus, diesel units could be added behind the electric locos to raise the head-end horsepower.

Soon it became common practice to see two Little Joes with one or two geeps on the head end of each Rocky Mountain district freight. The older box-cab electrics, similarly equipped also could lead geeps around by the nose. The electric loco engineer can run the diesel at idle until its horsepower is needed on a grade. He can then "notch up" the diesels to just the right amount of extra power.

Originally built by GE for Russia, these electrics were bought by the Milwaukee Road and nicknamed "Little Joes." They were giant units, over 87 feet long, and capable of 5110 hp. (Above) Passenger unit E21 at Deer Lodge, Mont., in 1962.
George C. Barnes, 21008 Victor Ave., Torrance, Calif. 90503

Age began to affect the Milwaukee's electric fleet. Parts replacement became a problem. Some units had to be cannibalized to keep others running. All of the road's Baldwin-Westinghouse units were scrapped by the end of 1957 and the Bi-Polars followed shortly afterward. One Bi-Polar has been preserved at the Museum of Transport in St. Louis. The number of box-cab units was reduced as they became uneconomical to maintain, but enough remained to provide the needed service.

Electric helper locos are quite rare in the United States. The Milwaukee Road's helper operation at Beverly was easily accessible and attracted many railfans. Beverly is located in Washington on the east bank of the Columbia River, 38 miles west of Othello. The high bluffs on each side of the track offer a good point for photography or general viewing.

Beverly itself is rather bleak. It consists of a cafe-store, a service station, and about 20 other buildings in various stages of neglect. Indoor plumbing is not universal there while street paving and sidewalks are unheard of. Sagebrush and rocks outnumber the residents by about 10,000 to one. The only reason for Beverly's existence is that the Milwaukee's mainline begins a 2.2 percent climb to the summit of the Saddle Mountains at this point. A freight helper was needed for the climb, so helper service facilities and crew quarters made Beverly necessary.

The line crosses the Columbia River at Beverly. At the bridge's west end a branch line swings south to the Atomic Energy plant at Hanford. This branch

R.E. Oestreich, 4609 49th Ave. S., Seattle, Wash. 98118
A Milwaukee engineer gently notches the throttle of a GE box-cab electric as he gets ready to pull out of Tacoma, Wash., yards with an eastbound freight.

Framed by a fir tree, unit E20 leads 4 GP-40's out of Alberton, Mont.
Photograph by Joe McMillan.

It's late winter, 1953, in these two views of Milwaukee Road passenger trains. Above is the *Columbian*, near the West Butte (Mont.) yards. Below, the *Olympian Hiawatha* sits in the Butte station before heading east.
Photographs by Donald Sims

handled plenty of traffic during World War II, but sees only occasional trains now. A small yard, a wye, a depot and a sandhouse complete the village's rail facilities. As a rule, a four-unit box-cab electric helper was stationed there.

A freight train from Othello usually arrives at Beverly in a cloud of brake-shoe smoke. The train is split as near the middle as possible. If an open car is at mid-point, the cut is made behind the next closed car. The head end of the train is then pulled onto the bridge and stops about mid-bridge.

The helper loco enters the mainline from its spur and couples to the rear of the train. In an almost noiseless operation, it pulls the rear of the train across the bridge and couples to the awaiting head end. After all air-hoses are coupled, the helper engineer gives

Milwaukee Road's unit E50 startles some motorists as the large electric calmly treads its way along a city street in Renton, Wash., on the mainline in 1963.
Donald C. Dietrich, 9508 15th Ave. N.E., Seattle, Wash. 98115

the road engineer a highball by radio and sets his air to allow the road engineer full control. At this time, the helper fireman usually retires to the engineroom, throws a few switches, and all hell breaks loose as the blowers begin operation. Needless to say, he doesn't stay in the engineroom long.

Once the caboose acknowledges that the air pressure is back to normal, the road engineer opens his throttle and gets the train moving again. Only after the train is rolling does the helper engineer touch his throttle. He opens it gradually, watching the slack in the drawbar on the car ahead to make sure he is pulling the rear of the train and not pushing the cars ahead.

Once the throttle is fully open, it is not moved again until the train reaches the top of the grade. The engineer does pay particular attention to the sander to keep the wheels from slipping. There are wheel-slip indicator lights in the cab for the other units in the helper, but the engineer watches his field ampmeter to check slippage of his unit.

Sanding is a problem, as wind is nearly always blowing in this area. Without the many cuts along the line, no sand would stay on the rails and the trains would never make it up the hill. Once the train is rolling, a speed of 12 mph is held all the way to the top.

Where the track leaves the bridge at the west end it swings to the north and parallels the river as it climbs. Five miles from Beverly, the line again turns west and continues through a series of S-curves to Boylston. At the Doris sub-station the voltmeter records 3000 volts, but at Beverly 2800 is normal. Trains at Boylston can depend on only 2200 volts. The aged sub-station equipment cannot keep the power supply up to par. In some cases, this works to advantage, reducing the chance of wheel slippage.

The area consists of rolling hills and lava outcroppings. Sagebrush and rattlesnakes are just about the only population. A rare spring brings out green grass and a tree or two. Winter thereabouts is not severe, but the high winds cause a six-inch snowfall to pile up in the cuts to a height of three or four feet.

As the train nears Boylston, top of the grade, it enters a tunnel. When the helper leaves it, the helper engineer cuts power and radios the road engineer. The train stops, and the helper then attempts to bunch the slack so the coupling pin can be lifted, but the head end of the train is already on the downgrade and this isn't easy on 50 to 60 cars. Once the helper is free of the

Engineer waits out the shuffling of cars at Black River, Wash., before heading out with an eastbound freight in the summer of 1956.

Shop supervisor checks lead truck of a G.E. box-cab at Tacoma, Wash., engine house, Feb., 1970.

Photographs by R.E. Oestreich

Passing some of the most breathtaking scenery in the U.S., two Milwaukee "Little Joes" pull transcontinental time freight No. 263 just east of Alberton, Mont. The Clark Fork River is in the background, with the Bitter Root mountains beyond.

Milwaukee Road News Bureau

train, it pulls into the siding through a crossover. The helper crew uses its radio to help the road engineer in putting his train back together. Once this is done and brakes are tested, the freight continues moving westward.

At times when an eastbound train is due, the helper is left in the train on the journey west until it reaches the bottom of the eastbound grade at Kittitas. It is then cut out at that point and waits for the eastbound train.

If the helper is dropped at the summit, it stands still until the westbound freight clears the siding and then, following orders received before it left Beverly, it heads back to Beverly. Going through the tunnel without a train is somewhat like riding a subway. Little power is needed because the locomotive is headed downgrade and the sound of the light engine is echoed off the tunnel walls.

Once the locomotive is out of the tunnel, the series of curves begins. If the trip is at night, the four-beam headlight tries in vain to light the way, but because of the curves it is shining into space most of the time. The helper runs downhill at a constant 18 mph, with few air applications needed to keep it under control.

One electric unit is rated equally with a GP-9 for tonnage on the Beverly-Boylston grade. Each can handle 600 tons. A new GP-40 does a bit better by handling 800 tons. Normal westbound trains will have about 120 cars apiece, or 5200 tons. The head-end power was usually a four unit box-cab and two GP-9s. A four unit helper ran in the middle of the train for this 2.2 percent grade.

Electric service remained on a fairly even keel until the advent of larger diesel power and the introduction of the Milwaukee Road's second through freight to the coast on October 26, 1963. The new fast freights were powered by the same diesels all the way from Chicago to Tacoma on a regular basis. Although the electrics continued to wheel the slower freights, the extras, and the helpers, it appeared to be the beginning of the end.

Fortunately, the Milwaukee found that adding a Little Joe to the head end of a fast freight through the Rocky Mountains meant a better on-time performance, and again the electrification appeared saved.

The Coast district came closest to death during last summer. The Milwaukee began using mid-train diesel helpers employing the "Locotrol" on the slower through freight. This left no

Early Milwaukee electric No. 10253 pulls passenger train through Cascade Mts.
Collection of E.W. Anderson

reason for electric helpers on the Coast district. Since diesels on the head end were required to operate the slave helpers, the electrics were bumped from that job also. Electric helpers were withdrawn from Beverly and Cedar Falls in June, and the sub-station operators were laid off. Several box-cab locos were moved to the Rocky Mountain district. The Coast district was quiet all summer.

As the last quarter of 1969 rolled in, freight business on the Coast district increased to the point where the two regular freight trains could not handle everything. Extra freights were required, but diesel power was not available. As a result, electrics E39 (ADCB) and E25 (consisting of E25-AD, E35C, and E25B) were wiped off and pressed into service. Extra trains, powered by electrics, now run between Tacoma and Othello about three times a week. Occasionally an electric hauls one of the time freights.

All of these electric units are 54 years old, the oldest being the E25B delivered in January, 1916. They are a monument to the economics of electrification and to the shop crews that have kept them running. Eight other box-cab units sit in Tacoma awaiting the scrapper or a hoped-for call to service. They are E25C, E42AC, E49BC, and E22ABD. The E50CD was recently sent to a junk yard for scrapping.

As long as freight business continues to increase and as long as there is a diesel power shortage, Milwaukee electrics will roll until they die of old age.

On the Rocky Mountain district, the Little Joes continue to lead series of GP-9s and GP-40s on fast freight. They also handle the extras. Three of the four steeple-cab switchers, E80-82, are still available for service, based primarily in Deer Lodge and Butte. A few box-cab units are in standby service as helpers, although the radio-controlled diesel helpers have displaced their use on the slower through freights. They include E34 (ACDB), E47 (ACB) and E29 (consisting of E29AB —E36C). E57B and E47D, modified for switching, handle Harlowton yard. This is a busy freight area.

When electrics reigned supreme on the Rocky Mountain district, most freights were powered by pairs of Little Joes. Later one or two GPs were added for increased tonnage capability. Currently, if diesels are run through from Chicago to the Coast, a Little Joe is often added to the head end in this district.

Shop facilities for electrics are maintained in Deer Lodge and Tacoma. A major repair often means towing an electric locomotive back to the main shops at Milwaukee, Wisconsin. However, the local shops are unable to handle some repairs.

What is the future for Milwaukee electrification? This question has been put to company officials over many years, and each time the answer is noncommittal. Rumors of a complete shutdown may be heard one week, followed by talk of ordering new electric locos. One thing is certain, the aging box-cabs on the Coast district must be replaced. The nation's increasing awareness of air pollution plus the electric industry's push for new customers and transmission line rights-of-way may be enough to swing the balance in favor of continuing electric operation.

The Milwaukee Road was granted several changes in traffic as part of the Burlington Northern merger. These will mean an increase in business on both electric districts. Additional diesel power will be needed for the trackage right entries to Portland, Ore., and Bellingham, Wash., thus minimizing the chance of a surplus in the diesel power ranks. There is some reason to expect continued electric operation for years to come. ●

PASSENGER TRAIN SURVEY

Northbound *Birmingham Special* (Southern Ry. and Norfolk & Western) pauses in N&W's Roanoke station to load mail, water, and Washington-bound passengers from N&W's recently refurbished *Pocahontas*. The overpass is Interstate Highway 581.

Photographed Sept. 13, 1969, by William D. Warden, Jr.

DESPITE the dwindling passenger service, huge passenger terminals still have rare festive moments. For example, while passing through New York's Grand Central Terminal one morning recently en route to his *Railroad Magazine* office a block away, editor Freeman Hubbard heard the rousing skirl of bagpipes. He saw a Scottish bagpipe band in full regalia and a bevy of laughing pretty girls in mini-kilts leading a procession of New Haven Railroad conductors around the terminal's main level. (Photo on page 29.)

And the tense faces of commuters lifted and responded with smiles to that bit of pageantry in Grand Central. No doubt many of them went on to their day's work with lighter hearts as a result. The gay march was a prelude to the presentation, by a private company, of a gleaming trophy cup, three feet high, to the New Haven skippers for their good work in bringing so many trains in on time.

However, there aren't enough New Haven passenger cars. This situation makes for crowding and standing in the aisles. In one recent rush hour at Grand Central, the last Connecticut-bound train of the evening had only four cars, with some 900 passengers trying to squeeze on board.

"We had to call the police before we could get on the train," a trainman recalled. "Passengers left on the platform when we closed the doors were yelling at passengers inside. It was awful. There must have been 180-190 people in a car."

The Federal Government has pledged $28.4 milion toward the purchase of 144 new commuter cars for New Haven, a sum to be matched by both New York and Connecticut.

Nobody was surprised but many people were shocked when Penn Central asked the ICC for permission to drop 34 of its east-west long-distance passenger trains. PC wants to terminate all such service west of Buffalo, N.Y., and Harrisburg, Pa.!

Paul A. Gorman, president of the giant system, says the discontinuance would save PC more than $17 million annually by eliminating sizable maintenance, station, and transportation costs.

At this writing, PC has about 1,280 daily passenger trains and it operates about 35 percent of all the nation's rail passenger service, including 64 percent of all such service in the East. For its total, PC reported a 1969 deficit of $104.8 million.

"We cannot afford to continue these trains at losses underwritten by our stockholders and freight shippers," says Mr. Gorman. "For every dollar of freight profit last year, we lost $2.82 on passenger service."

PC is the only American railroad developing a modern passenger service. It invested more than $50 million in *Metroliner* runs between New York and Washington, compared with $11.5 million commitment of Federal funds. PC also runs daily *TurboTrains* between Boston and New York, testing this equipment for the U.S. Department of Transportation.

The road's two predecessors, the Pennsy and New York Central, spent more than $300 million between 1947

and '57 in a vain attempt to reverse the tide of diminishing long-distance passenger travel. During that same decade, the U.S. Government spent $27 *billion* to build and promote highways, airways, and waterways!

Mr. Gorman cites the effect of this on rail passenger traffic. "In 1947," he says, "the combined Pennsylvania, New York Central, and New Haven carried more than 247 million passengers. Ten years later, these lines carried only 144 million. By 1969, only 91 million persons, mostly commuters, were traveling by rail. Even in this declining market, Penn Central has continued to promote passenger trains. In advertising alone, more than $2 million has been spent since the merger."

Just recently, PC resumed cut-rate week-end excursions. The special fares apply to round trips between New York and Washington and in either direction between the intermediate cities of Newark, Trenton, Philadelphia, Wilmington, and Baltimore, and between either Harrisburg or Lancaster and New York.

But if any fan wants to photograph a name-sign on the rear of an American passenger train, we don't know where to find one. M. A. Laverty quotes a Penn Central official as saying: "Train 48 is known as the *Broadway Limited*. It does not carry a sign on its rear, as was done when we had the observation car, nor do we have a special *Broadway Limited* sign."

Southern Pacific is asking the ICC for permission to operate its *Cascade* passenger trains, running overnight between Portland and the San Francisco Bay area, only three times a week.

The ICC authorized the Western Pacific to drop its *California Zephyr* on March 22nd, despite tremendous efforts by the NARP and other groups and individuals to keep the famous train running. (See photograph below.)

Canadian National is seeking permission to drop its two crack Montreal-Maritimes passenger trains, but the railway's top man in the region says it amounts to a formality. J. W. G. Mac Dougall, CN Atlantic regional vice president, told protestors that the planned applications to drop the *Ocean Limited* and *Scotian* on the Montreal-Halifax run shouldn't get anyone excited. He said that under the new National Transportation Act, railways must apply to abandon a passenger train before it can qualify for a federal subsidy of up to 80 percent to keep it running. The formal application for abandonment will probably come in June.

Harre W. Demoro, Oakland, Calif.

Has it gone forever? The *California* Zephyr in Marysville, Calif., 1962. Overhead is Sacramento Northern wire.

The chief task facing the National Association of Railroad Passengers is to persuade Congress, the ICC, and the railroads that it represents more persons than its approximately 4,000 members. NARP contends there still is sufficient public demand for rail passenger service to require an upgrading of trains. Clean, comfortable, and convenient rail passenger service is necessary to a balanced transportation system, NARP argues.

Old car No. 440 will continue in service on the Chicago & North Western railway's commuter run between Chicago and Lake Geneva. The car, supported by the 440 Club, was to have been retired because club membership had dwindled from the required 60 to 48; but the club has obtained enough new members to save the car.

Baltimore & Ohio is engaged in a quarter-million-dollar program to revamp its commuter cars, passenger coaches, sleepers and dining cars. Extensive maintenance work is being done on safety, heating, plumbing, and air-conditioning systems. Electrical systems are being rewired; repairs are being made to car bodies and wheel assemblies. According to William F. Howes, Jr., director of B&O passenger services, this program was made possible by savings realized from dropping some unprofitable runs between Washington, D. C., and the Midwest.

Norfolk & Western has abandoned its passenger station at Delmar, Mo., built in 1929. Last train to use it was the *Cannon Ball*. "It's kind of lonesome to see the railroad go," lamented William Howard, a redcap there for 24 years.

Leonard Doctors of Jacksonville, Fla., is president of Pullman Pie Corp., a firm which converts old railway passenger cars into restaurants. Says he:

"I entered the business in February, 1969, when I bought out a Phoenix, Ariz., man who had started building the first restaurant as a hobby. The hobby grew too big for him, so I bought all the stock."

Each car is stripped of its original interior furnishings and then redone in 1890 decor. The walls are covered with red velvet, old railway timetables, pictures, and dining-car menus.

Here are two of the lassies who paraded recently in Grand Central with bagpipers and New Haven conductors.

The Senate Commerce Committee has produced a new Federal proposal to save rail passenger service. There is not much passion for it in Congress, and not even the proposers are willing to guess what will happen. It is a hasty merger of two separate subsidy ideas that would have the Government underwrite some car construction costs and a portion of losses on passenger trains to be run on schedules still to be defined by the Transportation Department.

The White House has no enthusiasm at all for action. Efforts to save the trains are difficult, partly because rail management keeps offering grim bookkeeping figures to prove that the trains cannot pay their own way. Books can always be kept to show a loss. People are skeptical that such a major industry as railroading is kept going by sacrifices by its brass collars.

Lawrence C. Kiss of Brooklyn, N.Y., challenges the accuracy of material we quoted from *Time* magazine in our April issue. He points out that the Boston & Maine still has some passenger service, i.e., suburban trains on at least 8 lines out of Boston. Furthermore, the Louisville & Nashville no longer operates a through train between Atlanta and St. Louis. Aside from that, our reports of the demise of Santa Fe trains 1 and 2, the *San Francisco Chief*, were premature and, we hope, incorrect. Robert B. Bixby, a Santa Fe switchman, calls our attention to the fact that these trains still terminate and originate in Richmond, Calif. ●

BACK in 1914, when Samuel M. Vauclain, the vice president of Baldwin Locomotive Works in Philadelphia, gave George Johnson the job of delivering what was then the world's biggest steam locomotive, George was 88 years old. It was his last assignment as an erecting engineer in 67 years of Baldwin service, and his most important one also. The fate of the first triplex locomotive, designed by consulting engineer George R. Henderson, rested in his capable hands. Vauclain felt sure that the Triplex would tame the Erie's toughest mainline climb, 8½ miles of 1.36 percent grade from Susquehanna, Pa., to Gulf Summit, N.Y.

This stretch of track, including the great stone-arched Starrucca Viaduct, had been a major nuisance ever since rails were laid on it in 1848. Every coal train eastbound over the hump required two or three, and sometimes four, engines.

What the road needed was a really big locomotive, but couldn't get any

ERIE MALLETS

by Robert A. Le Massena

No. 5014 was one of the Erie's three huge Triplexes; she weighed 427 tons.
Railroadian collection

until 1891, when Baldwin delivered five ponderous Camelback Vauclain-compound Decapods. (A sixth one arrived in 1893, after having been exhibited at the World's Columbian Exposition in Chicago.) With a Decapod on the head end and a Consolidation pushing, 45 loads totaling 1300 tons made a train in those days.

Baldwin builder's photo of the same engine that is pictured at the left, No. 5014.
Railroadian collection

The *Matt H. Shay*, named for the Erie's oldest living engineer, built in 1914, was then the world's largest locomotive. (See action shot of her on page 34.)
Rail Photo Service

Still, the management of the New York, Lake Erie & Western (as the Erie was known then) was not satisfied; they wanted even bigger power. Their wish came true in the summer of 1907, when three rather ugly Camelback 0-8-8-0 Mallets arrived from Schenectady, N.Y. Numbered 2600-2602, these were the only articulated Mallets built with the cab astride the boiler. The mechanical monsters, with cylinders measuring 25x28 and 39x28 inches, gulped steam in such vast quantities that two firemen were needed to spread coal over the 100 square-foot grate. Each loco weighed 205 tons, equivalent to two Consolidations, but could haul about three times as much.

Having eliminated the multiple pushers and several engine crews, the Erie brass collars began to wonder what they would do with the displaced engines. So, in 1910, they bought from Baldwin a new front-end, mounted on a 2-6-0 running gear, with whopping 35x30-inch cylinders. They spliced this to 2-8-0 No. 1830, thus creating No. 2900, a 2-6-8-0 which weighed 178 tons. This monstrosity could hardly be called a success. She was no better than one and a half Consolidations. After a few years' work, she was dismantled. The rear section became the Erie's first 0-8-0 with her original number, 1830. This was a much better machine.

In subsequent years, several more Consolidations like the 1830 were converted into switchers.

Seemingly never satisfied with runs on the Susquehanna grade, the Erie continued its quest for more powerful engines. What it required—something combining the capabilities of the Mallet and Consolidation—did not exist, even in the imagination of locomotive designers, until Baldwin's big-engine designer, George Henderson, patented a triple locomotive.

Hardly suppressing its enthusiasm, the Erie management ordered the first

No. 1830 (2-6-8-0), the first Mallet built by the Erie from Consolidation No. 1830, class M, was used out of Port Jervis, N.Y., and later was rebuilt back to original 2-8-0 No. 1830. Collection of Harold K. Vollrath, 8938 Maple Dr., Shawnee-Mission, Kan. 66207

one. Baldwin delivered her in the spring of 1914. This newest monster was of 2-8-8-8-2T wheel-arrangement, with her tender riding atop the rear set of drivers. She was more than 11 feet wide, exceeded 16 feet in height, and was an amazing 106 feet long. Her weight was an incredible 427 tons, even with the tender two-thirds loaded.

Low men on the extra board packed their grips and headed for better places when they heard about the 160,000-pound tractive effort. Even though all six cylinders (36x32 inches) were alike, the new behemoth was truly a compound. Her right center cylinder exhausted into the rear two; left center supplied two front ones. The grate area was a vast 90 square feet. To make the fireboy's job possible, a Street mechanical stoker fed coal into the firebox from three over-fire ports.

Besides the number 2603, the Triplex bore a name, *Matt H. Shay*, after the road's oldest living engineer. George Johnson was mighty proud to handle the world's greatest steamer as his final break-in assignment. He alone had to make the behemoth perform as her designer had predicted, and convince Erie officials that this was what they needed to tame their difficult hill.

During preliminary tests the cylinders consumed steam at an alarming rate. In fact, the two crosshead pumps could not keep the boiler filled. So back to Philadelphia went Mr. Johnson and the lumbering Triplex. After two steam-powered reciprocating pumps had been installed, the big engine, renumbered 5014, returned to the Erie for more testing.

On one occasion she pulled 250 loads, totaling 17,900 tons, on the 0.1 percent gradient from Binghamton to Susquehanna, the 1.6-mile-long drag having been nudged into motion by pushers. She attained a speed of 14 miles per hour, but the drawbar pull never got above 130,000 pounds. This time, Mr. Johnson returned to Baldwin without the Triplex. The Erie had bought her.

In service, especially in winter, she resembled Old Faithful geyser. Great clouds of smoky steam belched from the front stack while a similar effect billowed skyward above the tender. All six cylinders were enveloped in vapors escaping around the valve-stems and piston-rods. Her articulated plumbing leaked steam at every joint. The noise was terrible; nobody riding the caboose could get any shut-eye. Yet she could push like nothing else in earth.

Evidently satisfied that they had gone the limit, Erie brass collars ordered two more Triplexes in 1916, Nos. 5015 and 5016. These featured a few improvements. The firewall which had blocked off the front part of the grate was eliminated, increasing the area to 122 square feet; a turbine-powered centrifgual pump supplied boiler water; and the tender's water capacity was increased by 1600 gallons. The total weight rose to 432 tons, 387 of which was borne by the 24 drivers.

They were, without doubt, the biggest locomotives on earth in those days. Except for a few inches height

Camelback Mallet (0-8-8-0) No. 2601, built by Schenectady, is pictured at Port Jervis in 1911.

Erie Camelback Mallet (0-8-8-0) No. 2602, class L-1, is shown in pusher service in 1915.

Harold K. Vollrath collection

From Railroadian collection and Harold K. Vollrath collection

Relatively few camera fans were around when the *Matt H. Shay* made this test run with a long string of freight cars.
Rail Photo Service, 125 Kennedy Memorial Drive, Waterville, Maine 04901

and width, they outranked the Virginian's more recent 2-8-8-8-4T triplex, also built by Baldwin.

The three 0-8-8-0's remained in use until 1921, when they were in poor mechanical condition. The Erie then sent them to Baldwin (even though Alco had built them) for rebuilding into conventional 2-8-8-2 Mallets. Piston valves replaced the old slide valves; the cab was moved to the rear of the boiler; a stoker was installed, and the nightmare of piping all over the boiler was cleaned up. But time was running out for the Erie's articulated dinosaurs.

In 1922 Lima had built a super-power Mikado for the Michigan Central, and three years later Lima's earth-shaking 2-8-4 began to prowl the rails. In 1927 the Erie bought 25 of this new type, Nos. 3300-3324, from Alco. These sounded the death knell of smaller engines on fast mainline freights. In 1927 Lima delivered another 25, followed in 1928 by 35 Baldwins and in 1929 by 20 more Limas.

The acquisition of these wholesale groups of engines, all the same type, came about as a direct result of John J. Bernet's philosophy to speed up the Erie's freight service. Mr. Bernet, who served as the Erie's president from 1927 to 1930, came from the Nickel Plate, where he had learned how to run freights much faster than the competition. Now he was doing the same trick with the Erie.

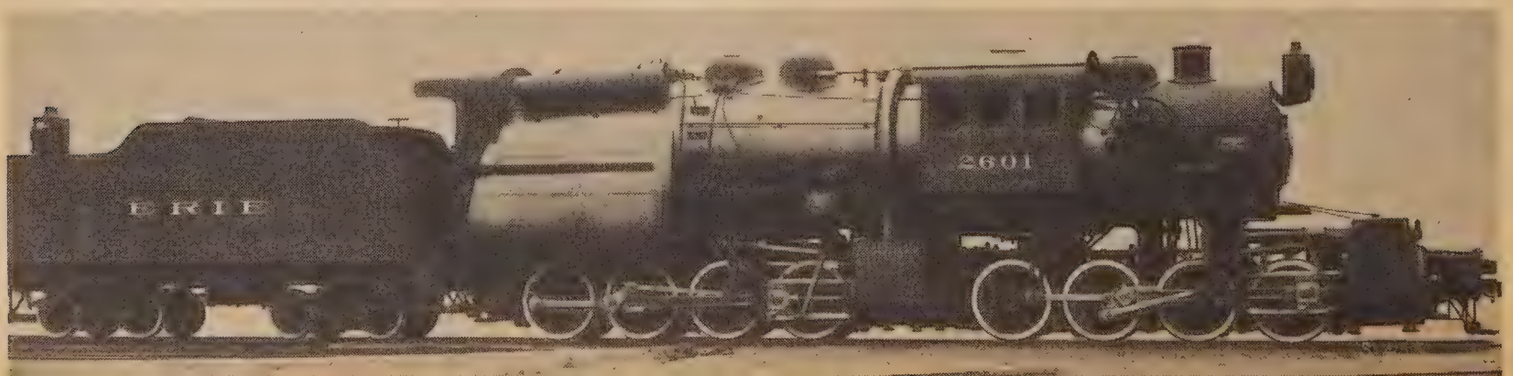
The new 2-8-4's raced over the railroad at 60 mph, covering three divisions in one trip. As a by-product, they put aging 2-8-2's and 2-10-2's out of work. The latter just couldn't haul tonnage fast enough to please Mr. Bernet.

But their useful life was still left in the 2-10-2's; so they were sent to Susquehanna, Port Jervis, and Carbondale to work as helpers. One was almost the equal of a Baldwin-converted 2-8-8-2. Two were more than a match for the *Matt H. Shay*. Besides, they could run faster, they were less complicated, and cost less to maintain. As the last of the Lima-built 2-8-4's arrived, the last of the Triplexes was pulled out of service.

Unlike George Johnson, who continued to test Baldwin locomotives until he was 95 years old, the cumbersome Triplexes were dead before their fifteenth birthday. In their prime they were great locomotives; they did the job. But when management demanded speed—well, that was one thing the *Matt H. Shay* didn't have.

Alco builder's photo, now in Railroadian collection

Here is one of the only three Camelback 0-8-8-0's ever built. The Erie received her from Schenectady, N.Y., in 1907.



Interesting Railfans No. 90

ELMER TRELOAR

by Freeman Hubbard

E.T. is a linguist. We see him reading a Mexican magazine.

HE WAS BORN on June 10, 1902, in Calumet, Mich., the son of a shift boss in a copper mine. As a boy he lived near the original Keweenaw Central Railway, which hauled ore from several mines in and around Mohawk to a smelter at Gay, Michigan. Passenger service between Mohawk and Calumet in those days was provided by the seven-mile Houghton County Traction Company. Having fun on that line in winter, Elmer Treloar and other fellows would run abreast of the rotary plow and be half-buried by the snow it threw aside. Once they got caught on the mine-dam bridge at Ahmeek and jumped off into chest-deep soft snow.

"For years I have belonged to the Michigan Railroad Club," Elmer tells us, "but I don't always go on their trips. I am too dumb to understand why you should dress and act like a clown, as some fans do, to prove your interest in railroading. And I am bored by the corny poetry that is read sometimes at club meetings. Also by the slides of dirty diesels photographed in yards against refuse-dump backgrounds, with technical data."

"I am not prejudiced against diesels economically," he goes on, "but if given a choice in the same setting, I would pick steam photographically 100 percent of the time. The diesel is just a money-maker without character."

Elmer is a serious student of rail and marine transportation. He owns stock in nine U.S. railroads and the Canadian Pacific.

"Maybe *Railroad Magazine* should give more space to the technical and financial, or investment, sides of the railroad industry," he says, "but, of course, reader reaction is the key."

As you know, Elmer, the management-oriented *Modern Railroads* and *Railway Age* deal with those phases rather effectively. Why should we?

Railfan No. 90 has shot a great many pictures of trains—steam, diesel, and electric. "If I had been smarter," he muses, "I would have spent a lot more time photographing steam while I could. But in those days, like most of us, I thought that the coalburners would be worn out before they were scrapped. Even at that, I took more steam shots than most hobbyists. On fantrips I generally try to shoot pix that look like non-railfan operations, but too often hobbyists getting in the way make that impossible.

"All my train pictures were taken with an old 620 Kodak Monitor camera. I use only Tower Pan film, which Sears Roebuck sells at 29 cents a roll. I regard it as the best film available at any price. You don't need outrageously expensive equipment to get good results."

Elmer used to do considerable animal photography, mostly of dairy and beef cattle. One winter he made many exceptional views of Brahman cattle standing in deep snow. Some he sold to the American Brahman Breeders Assn. and others to an advertising agency for use in a brochure showing how those semi-tropical animals adapt to harsh climates. The breeders wanted him to retouch posed photos in such a way as to straighten top lines and do other faking. Elmer refused. He said it wouldn't be honest photography. He insists on high-quality pictures. We are proud of the railroad photos of his that we have published.

In 1951 he was the official camera man for the Glidden Tour, when 116 antique automobiles were run from Lake Placid, N.Y., to Rochester, N.Y., by way of Montreal. He sold more than 90 pix of that tour for publication, besides taking some excellent shots of Delaware & Hudson diesel-powered trains en route.

He also makes both a hobby and a business out of shooting maritime subjects and selling the pix. He has taken about 140,000 negatives of Great Lakes shipping. That includes almost every lock in the Seaway, all railroad car-ferries, almost all of the coal, iron, and limestock docks, and many lighthouses—the total being on a scale nev-

Photograph by Elmer Treloar

Puffing a great cloud of smoke, Grand Trunk Western engine 6410 pulls train 17 out of Port Huron, Mich., enroute from Montreal to Chicago on Feb. 26, 1954.

er before attempted by anyone in that field, so far as we know. Many of those photos appear in George Hilton's book, *Great Lakes Car-Ferries,* including the cover jacket. Others illustrated a Hilton article in *Trains* magazine.

Elmer and his camera used to haunt the waterfront. People called him "Flash Bulb" and sometimes, ironically, because of his aggressiveness, "The Friendly Photographer." Whenever tugboats raced in his area, Elmer was usually aboard one of them; and he was tipped off before the newspapers, to newsworthy events on the waterfront. Insurance companies and lawyers needing photos of damage done to water craft were often steered to Elmer Treloar by the tugboat crews.

"In 1953," he recalls, "*Trains* editor Dave Morgan innocently dug out of the files of *Ships & The Sea* (another Kalmbach monthly in those days) a photo of mine showing an Ohio River tugboat and put it in *Trains*, with my name in the credit line, to illustrate a reprint of a *Kansas City Star* editorial denouncing the use of Federal money to improve waterways. This he did without my knowledge and consent. It made a grade A louse out of me with my customers for marine photos!"

Riverview, Mich., Feb. 9, 1970: Elmer shoots Detroit & Toledo Shore Line train.

Elmer's wife, Elsie Treloar, is holding oldest granddaughter, Katherine, now attending University of Michigan.

Elmer's first job, while in grade school, was handling a newspaper route. Afterward, he worked in the county sheriff's office, then as a bus and truck inspector for the Michigan Public Utilities Commission, and still later as foreman in the stamping plant of a state prison which made license plates and highway signs.

In 1957 he started a tool business in Detroit with several partners. "Around that time," he recalls grimly, "the Eisenhower administration was discouraging Michigan industry. Auto companies were sending their tooling orders to Europe and even to Australia. As a result, we couldn't get much more than sub-contract jobs, often at third-hand.

"We took an Army Ordnance contract for chamber gages. Besides goofing on the bid, we were victimized by incompetent inspection at a Philadelphia arsenal. Finally, through a Cabinet member, I managed to get our gages inspected locally. But by that time we had lost $30,000 and I came near a nervous breakdown. We sold our equipment at distress prices, paid our creditors in full, and wound up the business."

Thus, at age 58, our hero was cleaned out of his life's savings. But he never ran up the white flag. Getting a job as toolmaker and toiling long hours to earn a stake, he invested in stocks. Since then, he has built up a substantial portfolio of gold and base metal mining stocks, and now is "over the hump."

"In addition to railroads and the Great Lakes," he says, "mineralogy has long been a hobby of mine. I have picked up mica and rose quartz on top of the Royal Gorge in Colorado, tin ore in Mexico, and obsidian in Guatemala."

The following note comes from Max M. Marston, a Detroit lawyer who has known Elmer for 35 years: "My earliest recollection of him involved political maneuvering and his aggressiveness in fighting for causes, both popular and unpopular. His political acumen is sharp. In 1938, at his request, I attacked the constitutionality of an election law that permitted candidates to qualify for nomination by filing cash fees in lieu of nominating petitions. Based on his research and knowledge of election laws, we prevailed; the law was declared unconstitutional. In later years I used his services to photograph scenes and places involved in certain legal cases, with good results."

Although Elmer had little formal schooling, he passed the U.S. State Department's exam for a foreign service career in 1929. In the next two years he passed exams for associate commercial agent in the Department of Commerce, scoring the highest grade for the machinery division of any candidate in the country.

Railfan No. 90 is a linguist, being nearly as proficient in Spanish as in English, and good at written French, Italian, and Portuguese. He also knows some German. This is quite a feat, since it takes thousands of study hours to acquire a reasonable proficiency in any foreign language. Now, at night school, he is studying conversational French.

"I first met Mr. Treloar here in 1965," writes Atanasio Castellanos Bustamente, a retired chief train dispatcher, 5a Avenida 7-63, Zona 11, Guatemala City, Guatemala, "and was much impressed by his speaking Spanish perfectly. When I asked where he

had learned it, Mr. Treloar said, to my surprise, that it was self-taught, using books, phonograph records, etc. During his stay in my country he covered the International Railways of Central America, photographing much steam."

The chief dispatcher helped him considerably. After Elmer returned home, he sent his new friend some photos and later translated into English a history of Guatemala's railways.

"On my last trip into Guatemala, in 1967," Elmer recalls, "I drove down there during a revolution. My friend gave me a pass over the railways, had his station agents reserve hotel rooms for me, and warned me to stay out of rebel-held territory."

Elmer's idea of a perfect vacation is to be able to afford doing nothing for two years except photograph trains—especially steam trains where available—in the northern and southern hemispheres, plus canal barges and river traffic in Europe and Russia, followed by additional time for developing and printing those thousands of photos.

"If I were editor of *Railroad Magazine,*" he tells us, "I would expand its coverage to include some of the Great Lakes shipping which originates by rail and in many cases reaches its final destination by rail. More readers than you may realize may be fond of ships as well as trains."

True, Elmer. They are interested in numerous fields allied to railroading, but a magazine the size of ours cannot possibly find space enough to encompass them all.

Elmer lives at 101 California St., Highland Park, Mich. 48223. Having little interest in television, he moved his TV set into a spare bedroom and he finds pleasure in American and European hi-fi records, especially dance music, with no ugly commercials cutting in. Unlike most rail buffs, who are non-smokers, he is a slave to the cigar habit. Among his pet aversions:

(1) The thieves, calling themselves railfans, who carry cutting torches in their station wagons, who visit steam railroads and museums and steal engine bells, whistles, builders' plates, gages, etc., "to preserve them for historical purposes." Says Elmer: "They should be publicly whipped!"

(2) Government bureaucrats who harrass industry with useless and stupid interference to keep the principle of free enterprise from working.

(3) Congress, for writing into law unwarranted subsidies, tax loopholes, and special privileges for people and corporations which should not have them.

One balmy summer evening 45 years ago, at a time when half a dozen steamers operated cruises out of Detroit and there were moonlight excursions with dancing, Elmer met a blonde named Elsie, a girl with much personal magnetism, on the steamer *Greyhound.* Romance developed. They were married in 1924, and now have three grown daughters: Florence, Margaret, and Alice, all of whom think that Daddy is slightly nuts because he prefers to take pictures of trains and boats instead of their offspring. ●

Elmer made this picture of NYC loco 4668 with train near Utica, Mich., enroute from Mackinaw City to Detroit in 1949.

STEVE MAGUIRE'S

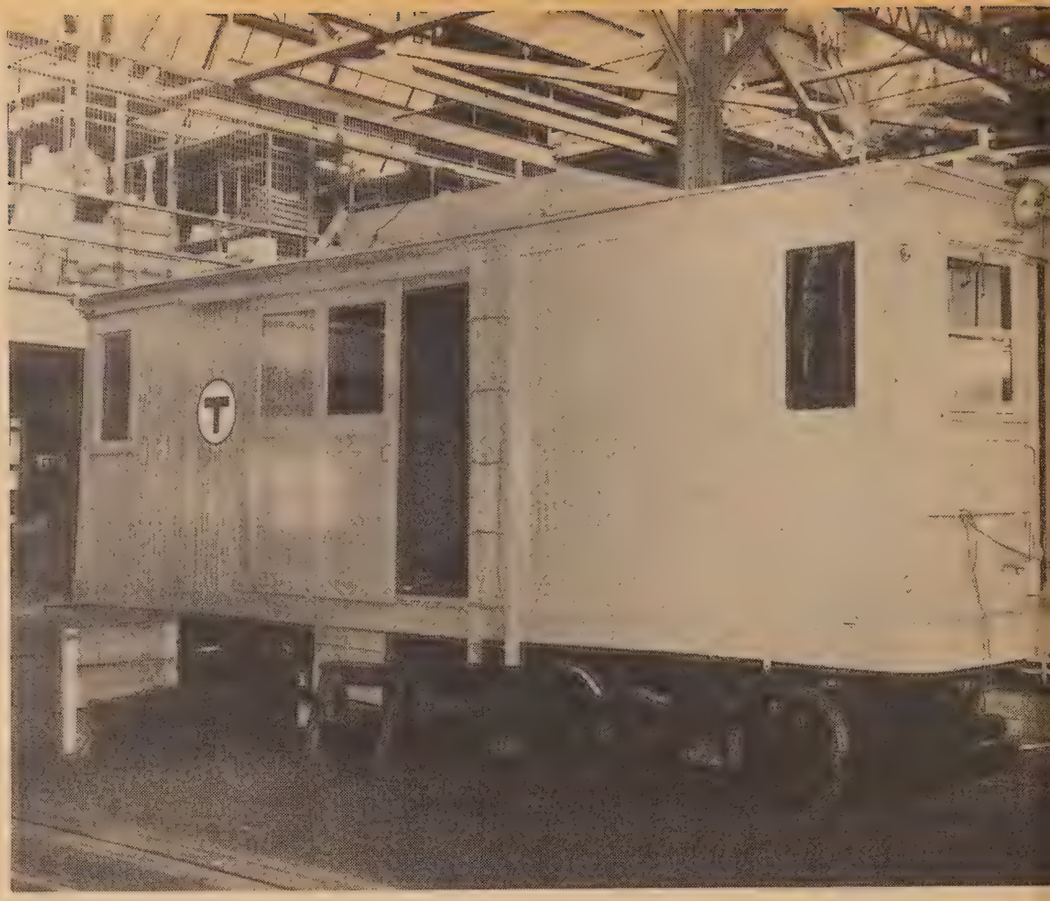
TRANSIT TOPICS

MASSACHUSETTS BAY Transportation Authority, in a surprise move, has decided *not* to take over the Mattapan-Ashmont high-speed trolley line and convert it to an extension of the rapid transit elevated line. The possible takeover was strenuously protested by residents and civic leaders along the route, since local stops would have been eliminated to the Ashmont subway station in the conversion. MBTA had just won litigation from those trying to block the takeover.

But now it's all different. MBTA has found a better location in 24 acres of Penn Central yards at Dover Street, near South Station, and has agreed to buy the land for $7 million for use as a major repair shop and storage facility. The location joins 8.6 acres of land already owned by MBTA. Officials also plan to use part of the site for commercial and apartment development. They hope this will eventually improve the important South Station-South Boston area of the city.

The repair shop and storage yards would serve the existing Cambridge-Dorchester cars and those for the new South Shore rapid transit route. The site is also large enough to let the MBTA service its Orange Line.

This area has been a railroad yard for more than 120 years.



Out of retirement and back in service is a line-car of Massachusetts Bay Transportation Authority, leased from Seashore Trolley Museum, Kennebunkport, Maine.
Photograph from MBTA, Boston, Mass.

TEN-CENT fares on New Orleans trolley and bus lines were finally caught up by inflation: on February 1st, they went up to 15 cents—still somewhat low in transit fares these days. Such fares can be maintained by New Orleans Public Service Co. because profits from its electric and gas business subsidize the transit operation.

We learn from Wilbur T. Golson, 5465 Washington Ave., New Orleans, La. 70806, that back in 1932, fares were cut from 8 to 7 cents, due to the Depression; they remained at that low figure until they rose to 10 cents in 1960.

Streetcars on the St. Charles line in New Orleans carry two ropes up to the ends of the trolley poles instead of the usual one. We hadn't known the reason for this until we read the current *Short Circuit Bulletin*, monthly publication of the Texas ERA Division, Milam Bldg., San Antonio, Texas 78205.

Explains the *Bulletin*: "When heavy duty ex-trackless trolley poles were installed on the roofs of the cars during the rebuilding program a few years ago, the strain of the sharp curvatures at some curves, particularly at Lee Circle, caused undue stress and tension on the ropes. There was no problem with new rope, but in time the sun, rain, and humidity took their toll and they began to fray, causing ropes to snap. Since the renovated cars have metal roofs, crews are no longer allowed to climb on top to repair trolley ropes for safety reasons; hence the need for an additional rope."

City car 6 and express car 30 of Southwestern Interurban Company at end of the line, a creamery in Winfield, Kansas. Note milk cans on platform at the right.
Photograph by Stephen D. Maguire

A NEW trolley-subway was opened last December in Brussels, Belgium. The line is two miles long and links the European Common Market headquarters with the center of the city. An additional section of 1.5 miles is due to open this summer. Called the *Metro*,

the new subway has some advanced electronic devices. One is an identification system that notifies passengers of the route of an arriving train.

Eventually, all of the Brussels lines, a network of five routes covering 35 miles, will be interconnected. A computer will follow the movements of trains. When work on the new tunnels was started in 1966, techniques had to be developed to deal with the unstable subsoil. Also, traffic underpasses and underground connections between the mainline railroad stations had to be circumvented so auto traffic on the streets above would not be disrupted.

NEW YORK CITY has bought the Staten Island Rapid Transit Line for $3.5 million from the Baltimore & Ohio. This sum was for rolling stock (48 cars), 70 acres of real estate, SIRT's Clifton Shops, and air rights over the tracks. In addition, $25 million in state and local funds will go for more station and track improvement plus new equipment, including 52 air-conditioned cars. B&O will continue to run freight trains over part of the line, if ICC approves.

The capital budget for 1970-71 includes a provision for a study of the feasibility of linking the SIRT with the Manhattan subway system. A tunnel would be built from St. George terminal, at the northern point of the island, to the lower end of Manhattan, if found to be feasible.

Also proposed is that passenger service on the SIRT's North Shore line be reinstated. This was abandoned about 15 years ago—a move we could never understand, since the tracks were in regular use in a growing area. The South Beach branch line also lost its passenger service at the same time.

The terminal at the southern end of the main line is Tottenville. This station, once a bustling place with ferries arriving from New Jersey, is now all but dead. Our information is from *Roll Sign*, monthly publication of the Boston Street Ry. Assn., Box 102, Cambridge, Mass. 02148.

CHICAGO SOUTH SHORE & SOUTH BEND reports a loss of $206,647 for 1969, compared with a net income of $50,280 in 1968. The decline in passenger revenues and in the number of riders in January, 1970, was partly due to the annulment of many trains and to the combining of others when winter breakdowns on 40-year-old cars caused equipment shortages.

AMERI-CANADA Teleferry Co. plans to build a $2,250,000 cable-car system over the Detroit River to link Detroit with Windsor, with a 280-foot tower on each bank, and cars suspended 120 feet over the river at the lowest point. The system, to be operated the year round, should be completed in 1971. First announced in 1963 by a Detroit area company, a syndicate from Switzerland now has the controlling interest. Much of the equipment is being manufactured in Switzerland.

To save time, send *Transit Topics* mail directly to Stephen D. Maguire, P.O. Box 51, Belmar, N.J. 07719.

NEW YORK CITY Board of Estimate unanimously approved plans to build a two-track, high-speed rail route between Manhattan and Kennedy International Airport. It authorized the Metropolitan Transportation Authority (MTA) to build and operate the line, which will carry both passengers and freight. The route will need more than 9 miles of new and reconstructed rail line through Queens residential areas.

Dr. William J. Ronan, MTA chairman estimated that the first train would run in 1972. Before work can start, though, a release of about $50 million in state transportation bond funds must be voted by the Legislature.

Harre W. Demoro, 3040 Jordan Rd., Oakland, Calif.

Car 1738 of Pittsburgh, Pa., system on Smithfield bridge (March '69) in front of the old Pittsburgh & Lake Erie depot.

No delay is expected on this project.

MTA plans to use Penn Station as the midtown terminal for the new airport route. When finished, the run from Penn Station to Kennedy Airport would take only 16 minutes. In response to objections by Queens residents who protested a lack of local stops, the agreement specifies that provision must be made for two additional tracks along the Rockaway Beach line for a possible future route tying in with the city's subways.

RAPID TRANSIT plans are being made in Texas. The Fort Worth Planning Commission will be asked soon to approve a plan that calls for a system in east Fort Worth which would use railroad right-of-way to connect major points in the Fort Worth-Dallas area.

In Dallas, Ross I. Ramsay, who retired as chairman of the City Plan Commission, urges new members of the commission to push for a rapid transit system for the city and its suburbs. He calls attention to a study just completed by planning consultants who proposed a transit system using existing railroad right-of-way. The plan also proposes using railroad right-of-way for a transit system linking downtown Dallas and the Dallas-Fort Worth regional airport. Ramsay said that Dallas would be in serious trouble if a rapid transit system wasn't operational in 10 years.

SOUTHERN INDUSTRIAL RAILROAD, the former Southern Iowa Railway traction line out of Centerville, Iowa, hasn't turned a wheel in two years, but litigation concerning the company continues, reports Jim Levis, 654 Boston Ave., Waterloo, Iowa. After an indictment charging the company and its owners with abandoning a railroad without ICC permission, Clyde S. Forbes, Sr., president of the road, was convicted in Federal court at Des Moines, Iowa, and fined $750.

More recently, there was another lawsuit for damages against the company. This was for refusing to haul rock from Moravia to the Rathbun Dam project nearby. The Central Stone Co., which had to look elsewhere for shippers, was awarded a judgment of $49,321.70 in damages by the jury.

AN OPERATING trolley museum located in Ohio is the Columbia Park & Southwestern Electric Railway which, from May 30th through Sept. 27th, operates *Trolleyville U.S.A.* (1 to 6 p.m.). Traction fans can ride the line's equipment, including ex-Vera Cruz (Mexico) single-truck open cars, Aurora & Elgin interurbans, and Shaker Heights Rapid city and suburban cars. On display is a Blackpool (England) double-deck tram—altogether 28 cars are on the premises. For further information, write the Railway at 7100B Columbia Rd., Olmsted Falls, Ohio 44138.

New Electric Publications

New York, New Haven & Hartford Railroad Electrification, is a 44-page reprint, 8½x11", staple bound with soft cover, of a 1925 Westinghouse Electric brochure covering the history of New Haven Railroad electrification from 1907 to 1924. This exact duplicate of a rare original publication contains many fine views and describes all phases of the electrification and equipment. Copies cost $3.25 from Connecticut Electric Railway Museum, P.O. Box 436, Warehouse Point, Conn. 06088. The Museum has also published new color postcards of its equipment: 30¢ for a set of 6.

From John W. Hall, c/o Crane Co., P.O. Box 780, Johnstown, Pa.

One of the alltime worst wrecks of its kind occurred Sept. 11, 1905, three years after electrification of New York's Ninth Avenue Railway. An early morning train operated by motorman Paul Kelly, going downtown, approached the 53rd Street junction, where Sixth Avenue trains diverged to their own route. Ahead of him, a Sixth Avenue train had just turned into 53rd Street. But towerman C.A. Jackson failed to throw a switch to line up the track for Kelly's train. Unexpectedly entering a sharp curve at about 30 mph, Kelly slammed on his brakes. This sudden jolt threw his second car off the track and down to the street, killing 13 passengers and injuring a policeman who stood on the ground. Another car stopped with almost half its length sticking out into space, but did not fall. The rest of the train was derailed.

HOBBY CLUB

conducted by Sy Reich

WE WERE SADDENED by the death of Roland P. Blodgett, national president of the Railroad Enthusiasts, headquartered in Boston, Mass. He died in an auto accident while driving in Maine on March 5th. A reporter by profession, "Rolie" had been president for 14 months; among his friends he was known for his hearty enthusiasm—something that brought RRE many new members.

An interesting tourist line that you should know about is located in the lumber country around Tuolumne, Calif. Called the West Side & Cherry Valley Railway, it features old Shay engines, an authentic 1900 railway station, and a 2½-mile steam ride through rugged countryside.

Originally, the line served a lumber mill and had the unusual name of Hetch Hetchy & Yosemite Valley Railroad. Opened in 1899, the line was expanded as logging operations increased. In the early Depression years the mill closed, but later reopened to continue operations until 1963. By that time it was badly run-down; trackage had been removed and equipment sold.

Fortunately, a group of railfans bought some of the equipment and track and renovated the line. The old Shays were restored, touring coaches were made from logging cars, and fixtures for the depot were taken from a Santa Fe station at Planada, Calif.

The WS&CV is now renovating an 1898 Corliss steam engine. Francis M. Cottle says another mile of track will be operational by Memorial Day, making 3½ miles in all. In time, the road plans to push back into the woods until milepost 12 is reached.

Other features are a roundhouse and shop, a freight train, and a Willamette donkey engine, which has a Lukenheimer whistle with a 12-mile range. Passengers may pull the whistle cord. The whole day costs $1.75 for adults, $1.25 for juniors (12-17). This includes an 11-minute color movie on the history of the road. For schedules the address is P.O. Box 1017, Tuolumne, Calif.

An 1887 Irish loco now runs on the Pine Creek Railroad at Allaire, N.J. The engine, an ex-Cavan & Leitrim Ry. 4-4-0T, is named the *Lady Edith*. Brought to the U.S. from her former home in 1959, she had to wait eight years before running under her own power; last year she ran twice on the Pine Creek. This is the only operational Irish loco we know of in the U.S.A.

In other news, an unused Victorian newsstand from the Manasquan, N.J. station of the New York & Long Branch was acquired from Union News Co. With repairs now complete, it will be used as a souvenir stand at Allaire. This information is from the *Order Board*, the museum's monthly publication.

The Chrome Card Collectors Club is sponsoring a contest for color slides, black-and-white photographs, cartoons, poems, and drawings. Photo subjects are trains, ships, mountain scenes, animals, etc.—anything that would make a good-looking postcard. Data should be included on a separate sheet of paper. An entry fee of $1 is charged for the first item only; any entries after that are free. First prize in the contest is $100 for each class; second prize, $50. A grand prize of $200 will be awarded to the winner of all classes. Photos will not be returned. Contact Mike Boyar, Box 508 Bound Brook, N.J. 08805. Closing date, Jan. 1, 1971.

A semi-monthly called the *Newsletter* is printed by the Upper Canada Railway Society, Box 122, Terminal A, Toronto 116, Ont. Each issue runs about 20 pages, with one-third of the magazine devoted to photos and maps; all printed on high-quality paper. The *Newsletter* has excellent coverage of new CN and CP motive power acquisitions as well as articles on interesting Canadian yards. Single issue, $1.

We hear of three more railfan publications that we didn't receive in time for our list (March issue). One is the *California Southern Express*, a 4-page monthly with photos, printed by the California Southern RR Museum, Box 94, Colton, Calif. 92324; yearly subscriptions for non-members, $1.50. The *Observation Platform* is published by the Southern California Chapter, R&LHS, also 4 pages with illustrations; $2.50 per year. You can subscribe by writing editor H. K. Garges, 3125 Jolley Drive, Burbank, Calif. 91504. The third publication is *Wheel Clicks*, 4 pages or more, illustrations, put out by the Pacific Railroad Society, Box 5279, Los Angeles, Calif. 90055.

As a pastime Forrest Simmons, 320 E. Madison, Goshen, Ind. 46526, has become interested in early days of the Lake Shore & Michigan Southern. Aside from collecting early photos of equipment, he plans to construct a steam model of the *Saxon*, built by William Mason for the road in 1872. Who can supply details?

West Side & Cherry Valley's No. 12, a three-truck, narrow-gage Shay, is one of two Shays owned by road—both are used during moonlight runs on summer evenings. Robert L. Hogan, 7815 Sanford St., Oakland. Calif. 94605

Several readers correct an error in the April issue, in which we stated that the *Cinder Snapper* was put out by the Atlanta Chapter, NRHS. Actually, it is the Augusta (Ga.) Chapter of the NRHS. The Atlanta Chapter prints a monthly called the *Hot Box*. Other publications with similar names are *Smoke & Cinders*, monthly of the Tennessee Valley Railroad Museum in Chattanooga, and *Cinders from the Smokestack*, published by the Heart of Dixie Railroad Club, Birmingham, Ala.

Indiana Railway Museum's "Earthquake McGoon" writes fiery editorials and articles for *Smoke & Sparks*, the Museum's monthly publication. Earthquake is also its editor. Rumor has it that Earthquake is really Bill McDaniel, who heads the I.R.M. Bill tells us that if you ever get tired of waiting for a fantrip you can drop in on the Museum's live steam operation at Westport. A half-hour trip on its 1936 Baldwin 0-4-OT costs only $1; kids under 5, free.

With backfile issues of *Railroad Magazine* becoming more brittle and scarce, railfans and libraries should know that issues from 1955 through 1966 are available on 35mm positive (i.e. black on white) microfilm from University Microfilms, Xerox Company, 300 N. Zeeb Rd., Ann Arbor, Mich. 48106. The cost is $3 per year. Large libraries have microfilm machines and will be happy to let owners of the film use their equipment. ●

HOTSHOT SILK

by Chick Bliss

HIRO NASUKI, a distinguished official of the Oriental-Occidental Trading Company, readjusted his thick-lensed spectacles and gazed across the polished desk top at his visitor.

"Mr. Thompson," said the Japanese, "my company has been on friendly terms with the Great Western Pacific people for many years, and this long business relationship is responsible for much of our freight moving over their line. But that is not the only reason. Almost invariably the GWP delivers the goods in a shorter time than their competitors."

"They should," said Mr Thompson. "Their route from the Coast to Marshall is shorter than ours and the grades are in their favor."

"True," smiled the man from Japan, "which is unfortunate for the Pacific Northern. The commodities in which my company deals demand fast transportation, and the GWP is admirably equipped to provide it—much more so than the PN. For instance, the GWP delivers the average train of silk to the Midwest connections at Marshall thirty hours after it leaves the docks here on Puget Sound. The best your company has ever done with a similar train is thirty-two hours and twenty minutes. Under these circumstances, I cannot turn any business your way."

The Pacific Northern freight solicitor sat back in his chair.

"But, Mr. Nasuki," he protested "my company has just adopted a new operating policy of more speed, less tonnage. Our equipment and track are in prime condition. Won't you give us a chance to prove that we can now deliver the goods as well as our competitors? I am confident we can."

The Japanese official replied:

"Our company's motto is fair play. The *Hakodate Maru* should dock here some time in late afternoon or early evening of the eleventh. In the top of her hold, first out, is a large consignment of raw silk going to New York City. There are about fourteen cars in this shipment, if express refrigerator cars are used as usual.

"I will give your people one more trial. Instead of turning the entire shipment over to the GWP, as has been our practice in the past, I will split it equally with the Pacific Northern for movement to Marshall. If your seven cars reach Marshall before the seven GWP cars, your road may handle one-half of our next shipment."

He shrugged his shoulders. Mr. Thompson leaped to his feet, grasped the little Oriental's right hand, and shook it warmly.

"You're a good sport, Mr. Nasuki. We'll give the Great Western Pacific a run for its money!"

AT EXACTLY 2:30 a.m. the long-drawn-out wail of a locomotive whistle sounded off to the west above the rumble of a fast train.

The Hill City station platform suddenly came to life. Lights flashed on. A small army of car men appeared from nowhere, armed with lanterns, dope hooks, and enough hotbox equipment.

Big Jeffries and his fireman, Mike Hoolihan, arose from a baggage truck upon which they had been stretched out. The Irish tallowpot glanced at his watch.

"Two thirty-one," he announced. "When they stop they'll be a good seventeen minutes off their schedule."

"We'll make Casey Jones look like a bum!" laughed Jeff.

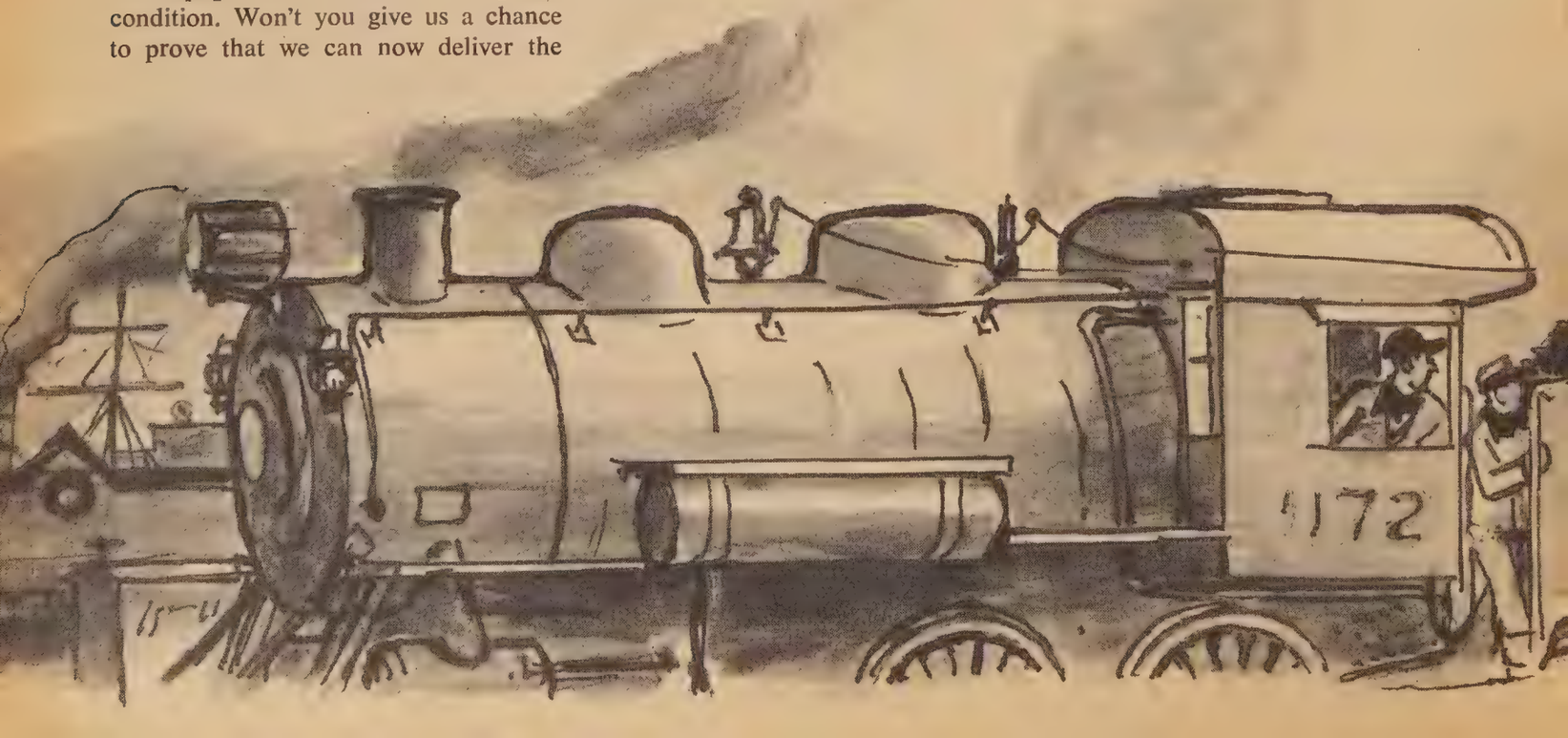
The rumble became a roar as two long and two short yelps of the whistle sounded for the street crossing west of the depot. A headlight, flanked by two white classification signals, and followed by a cloud of dust and smoke, shot into the station and screeched to a stop.

The dust and smoke, rolled away, disclosing a long, powerful Mountain-type passenger engine, seven dusty express refrigerator cars, each bearing the Government's "bonded freight" placards, and a coach.

On the head end, the West District engineer and fireman descended stiffly from the engine. Mike Hoolihan picked up his water jug and scrambled into the cab. Jeffries paused with a foot upon the bottom step arrested by the West End engineer's voice and the unmistakable smell of a hot journal.

"Got a hot pony truck, an' a tank box is blazin', Jeff," said the other hogger. "Let's look 'er over."

Together they inspected the hot bearings. Something had to be done with



that leading truck. It would be a mean job—mighty unhandy to get at.

The road trainmaster and the conductor hastened to the head end, and the latter shoved a handful of orders under the outgoing hogger's nose.

"Here y' go, Jeff! Dispatcher says he doesn't think that wait at Barstow for th' extra west will hurt us any."

Jeffries waved the orders back. "I know it won't!" he replied. "This mill's got a hot engine truck an' a hot tank box an' they'll both have t' be fixed before we leave here. Can't go anywhere with the shape they're in. Tell that detainer to get another engine if they can scare one up around this seaport."

The trainmaster horned in. "Hell," he growled. "It sure took you fellows long enough to find out the engine couldn't go through! An' why wasn't th' dispatcher's office notified in advance 'bout this hot baby?"

"It was like this, Mr. Donahue," put in the engineer, "we wuz by Moxley 'fore she showed any signs of runnin' hot. Moxley's the' last open telegraph office, ya know. We came as far as we dared after she started actin' up."

"If you were goin' t' stop an' monkey with 'em, why didn't ya do it at Summit, where there's a dispatcher's telephone, so ya could let us know what in hell was goin' on? Or didn't it occur to ya that there was such a thing as a railroad telephone between Moxley an' Hill City?"

"I didn't think—"

"Naw, that's th' trouble with you bakeheads," broke in Donahue ferociously. "Ya *never* think!

THE OUTBOUND conductor burst into the office of the chief dispatcher. Short of breath from his gallop up the stairs, he panted out an explanation of the delay.

"Son of a bitch!" yelled the night chief. "A million dollars worth of raw silk, too!"

Pouncing upon the city telephone, he called the roundhouse. As a sleepy night foreman answered, he spilled out his story.

Half an hour later a light engine backed madly up through the yard and came to a grinding halt opposite the silk train, her blower howling. Jeffries and Hoolihan quickly assumed charge of the relief engine and backed her onto the waiting train.

Torch in hand, Jeff gave her a hasty inspection. He had been running an engine for sixteen years and had labored on the left hand side some four years before that. And at the time he'd made his student trips firing, the 2090 had not by any means been a new engine.

She was an old long-legged Atlantic, originally designed for high-speed mainline service in the days of wooden equipment and short trains. She was still good for high speed, but practically useless in mainline service.

They had put superheater units in her in recent years and stepped up the steam pressure. They'd put a feedwater heater on her and an outside valve gear. And even with all these modern gadgets she could just barely handle the three cars of the Rum River branch passenger. Her four eighty-inch drivers were not built for heavy work.

The head brakeman wriggled up into the gangway with a new set of orders, which he pressed into the engineer's hand, saying, "Trainmaster rides this morning, Jeff. Better watch your step!"

THERE was a schedule order: "Engine 2711 run Silk Extra East, leaving Hill City on Friday, September 13th, as follows, with right over all trains: leave Hill City 2:20 a.m., Barstow 2:28 a.m.—" and so on down to the arrival at Marshall at 4:30 a.m.

Another flimsy stated that engine 2090, instead of 2711, would run on schedule order No. 3. A third order arranged a meet between Extra 2090 East and No. 1 at Springtime.

The fourth and last order read: "That part of special rule No. 7, Timetable No. 52, reading passenger, mail, and express trains must not exceed a speed of 60 miles per hour, is modified to the extent that Silk Extra 2090 East may make the highest possible speed consistent with safety."

And a message addressed to them, signed with the superintendent's initials, read: "Do not think will be able give you helper over Parsons Hill, account nothing but Mallets available Parsons. Will advise definitely later."

The hogger whisled with astonishment as he passed the orders, message, and clearance to Hoolihan, but said nothing. The air test was completed, and back near the rear of the train the conductor's lantern arose in an arc.

"Highball!" called the head shack.

Jeffries bore down on the whistle lever—two long blasts—and eased the

throttle open. The 2090 took the slack out of four or five cars, then paused, standing on her toes.

Two more notches on the throttle and she lost her feet. The drivers spun madly for a moment, a plume of sparks belching from her stack. Big Jeff cursed and shut off.

Heaving the long Johnson bar back to the rear of the quadrant, he bunched the slack and tried it again. The little passenger engine took the bit in her teeth and walked slowly out of the station. A glance at his watch showed 3:10.

The long lines of cars on either side rattled past with increasing speed. Jeffries hooked her up, closed the cylinder cocks, and widened on the throttle.

For a few miles between Barstow and Springtime the tracks of the Pacific Northern paralleled those of the Great Western Pacific. And as they swung around the curve and straightened out on the tangent they saw through the trees the flash of a GWP headlight.

The head brakeman held his breath as they came upon the clearing. Not more than a thousand feet to their left, on the parallel track, almost abreast of them, turning drivers like a nightmare, was the GWP silk special!

A huge new Mountain type, built for both speed and power, pulled the short train. The fireman and Jeffries let out a yell as the brakeman pointed to it.

Jeffries grabbed the throttle and jerked it out. The 2090 leaped ahead, leaving the Great Western Pacific hotshot behind. Another mile, and the track curved away to the south.

"We can run rings around her on the level," exulted the brakeman as he looked back to the gleam of their rival's special in the trees. "But that battleship sure can take the grades!"

Jeffries nodded. There was a worried look on his face.

The west mile-board at Springtime flashed past. It was 3:25. They should pass the office at Springtime, nineteen miles east of Hill City, at 3:26. Sixteen minutes from a standing start!

They slid past No. 1, in the siding, with a rush and roar. At perhaps forty miles an hour, he kicked off the air. The head shack, down on the steps with one arm and one leg wrapped around the grab-irons, picked up the hoop from the operator's outstretched arm.

The brakeman got back into the cab, drew a no-order clearance card and a message from the hoop, and handed them to Jeffries. Then he glanced over his shoulder.

"'You will not get helper at Parsons,'" he read aloud, slowly.

"That means we'll have t' get a helluva run for Parsons, or we'll stall sure, and have t' double the damn hill," shouted Jeffries.

THEN came a highball from the rear, and again they were hitting the high spots. Once started, the little engine climbed up to eighty per.

Suddenly, about fifteen miles east of Springtime, just as their train had whipped around a curve, Jeffries straightened up in his seat.

"See what I see?" he shouted.

"How—why, it's an automobile tail light!" yelled back the fireman.

Now their headlight had caught the whole scene. Its back wheels resting squarely upon the tracks, was an automobile. An old hulk. Jeffries reached for the air, but thought better of it and put his fist back on the throttle latch lever.

"Can't stop, anyway," he groaned. "Got to take a chance!"

Onward they tore; the stranded car rushed up at them. The next second they were upon it. Then the brakeman yelled hoarsely as he jumped to the deck.

"Down, everybody! Bandits!"

Almost instantly a roar of guns and fusillades of shots. They caught glimpses of four armed men beside the right-of-way. Bullets spattered into the cab.

With a mighty crash, the locomotive pilot caught the auto and threw it into the air. Crouched on the deck, the men waited breathlessly for the iron horse to leap up and jump the tracks. But she shot ahead like the bullets that pursued her.

Again the Pacific Northern's hotshot silk train was on its way!

For a minute they said nothing. Then Jeffries relieved the tension.

"Headlight busted," he said. "Stop the train and give a look."

When they had finally ground to a standstill they inspected the front end. The headlight was, in fact, smashed beyond repair!

"Ya gonna go without any headlight, Jeff?" the conductor asked.

Jeffries spat, placed his hands upon his hips, and spoke sarcastically: "As they don't grow headlights out here in th' weeds, I kinda figure we'll *have* t' go without one."

He called in the flag. A highball answered from the rear, and they were off again. Jeffries peered at his watch. 3:41. Taking into consideration the time lost in stopping and starting, they had suffered eight minutes delay. He'd sure as hell have to beat her if they were to make schedule or better now.

It's damn ticklish business, this running blind. Yet at this hour there was practically no highway traffic. Probably no automobiles would be using the crossings until daylight, a whole hour yet. So the silk for Hiro Nasuki kept rolling at a fast clip.

Some two miles east, Big Jeff got the 2090 wound up again, the needle of the speed indicator against the stop pin, and held her there for most of the fifty-odd miles to Parsons. The throttle hung far out on the quadrant. The Johnson bar was latched in an almost vertical position—Jeffries had blocked it there with a wrench so that it wouldn't jump out.

His keen gray eyes peered straight ahead, trying to pierce the wall of blackness into which the train rushed. He knew the division like the palm of his hand and he guessed shrewdly at the location of every curve and crossing, and he whistled loudly for each.

THE ONE bad corner west of Parsons was a reverse curve near Ririe, a curve protected at each end by a thirty-miles-an-hour slow board. The right-of-way at this point had been hewn from the rocky wall of Green River, with a drop of some thirty feet to the water on the one hand and a high, almost perpendicular, bluff on the other.

The silk special hurtled down on this bend at eighty miles an hour. Big Jeff threw the automatic air to service. As the speed dropped to 55, he released the brakes and widened on the throttle.

Even as the flanges of the engine truck bit into the rails on the high side of the entrance to the curve, Jeffries realized they were going too fast: One hand leaped to the brake valve and the other to the throttle; then he checked his movements. Too late to do anything now!

The 4-4-2 raised herself clear of the rails on one side as she lurched around the corner.

The head brakeman left his seat like a rock from a slingshot, striking the fireman's midsection. Both sprawled in a heap on the deck against the engineman's seatbox. As they straightened out on the tangent, the two men picked themselves up from the deck, white-faced, and confronted Jeffries.

CAR FURNISHED

EXPENSES PAID

WORK PART-TIME OR FULL TIME

EARN AS YOU LEARN

NO SELLING OF ANY KIND

ONLY AVERAGE EDUCATION REQUIRED

SIX GOOD REASONS why you, too, should be an ACCIDENT INVESTIGATOR

IN a matter of weeks you can know exactly how to investigate the facts about an accident or fire; properly estimate the loss, then help distribute the millions of dollars insurance and transportation companies pay out *every year* to cover damages and injuries. For many men this is a golden opportunity to get into one of today's most exciting new professions, while there is still plenty of room at the top. 200 million accidents this year will require so many more trained investigators, starting pay and extra benefits can equal about $8,000 a year!

We Teach You Quickly at Home in Your Spare Time

We are training scores of accident investigators by mail and helping to place them in the fast-growing, highly profitable Accident Investigating Field. No previous experience is required. A car is usually furnished; expenses are paid. Many men earn while they learn. Only an average education is required.

Some Men Make More in a Day Than They Made in a Week!

Dave Durant increased his income 50 per cent, soon as he became an Accident Investigator. Bill Waddell's company has given him a fat raise every year. He now has a handsome five-figure income. Anthony Allen, a college graduate and registered pharmacist, switched to Accident Investigating and almost doubled his earnings. Bob Pritchard reports companies in his area are offering qualified investigators as much money as college graduates are getting. Read more about these happy men and their exciting new careers in our FREE Brochure.

✓ SIX GOOD REASONS

(1) **You become a member of a respected, fast-growing profession.**

(2) **You meet all kinds of interesting and important people.**

(3) **You are not "chained" to an office desk or assembly line.**

(4) **You render a worthy, necessary service (NO SELLING) to the community.**

(5) **There are many opportunities for quick advancement.**

(6) **There are good openings in every state and Canada.**

Keep Your Old Job, Work Spare Time Until You Switch

Only 15 minutes reading a day puts you on the high road to success as an Accident Investigator. Many men get their diplomas in a matter of weeks! (We give you FREE Employment Help through our NATION-WIDE PLACEMENT SERVICE; we also show you how to start an investigating business of your own at home.) Companies with job openings for salaried men or independent investigators are making good use of our monthly graduate list.

There are many valuable fringe benefits offered Accident Investigators, such as retirement pension plans, family medical and surgical care and paid vacations that are practically unheard of in many other kinds of businesses.

Mail Coupon Today for FREE Brochure. No Obligation

Let us prove how easily you can quickly switch into this exciting new career that provides prestige, security, a bright future! Sending for FREE Brochure does not obligate you in any way. No salesmen will call. Mail postpaid card or coupon below today to Dept. 155 Liberty School, 162 E. Cook, Libertyville, Ill. 60048. Liberty School is Approved for Veteran's and Servicemen's Benefits under the G.I. Bill.

Jim Edwards, Director, Dept. 155,
Liberty School of Claim Investigating
162 E. Cook, Libertyville, Illinois 60048

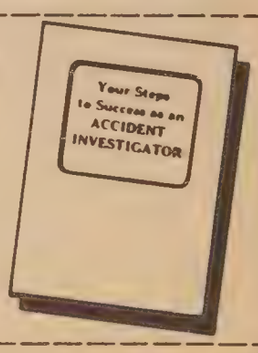
MAIL THIS COUPON

Send me your FREE Brochure showing how I can quickly get into the Booming Accident Investigating Field and enjoy the job security and professional prestige offered Accident Investigators. This does NOT obligate me in any way and no salesman will call.

Name_____ Age_____

Address_____

City_____ State_____ Zip Code_____



Mike found his voice first. "Damn it, have you gone completely crazy? What are you tryin' to do?"

Jeff laughed nervously. "Took that one just a little too fast," he said.

THE VILLAGE of Parsons lay in the foothills of the Bearpaw Mountains, 94 miles east of Hill City, 18 miles west of Marshall. It was the eastern terminus of the Hill Division. The Pacific Northern maintained a small roundhouse there, as it was the home terminal for helper engines which boosted tonnage freight to the top of the hill at Divide.

Passenger trains, handled by large modern locomotives, went single over Parsons hill. Seldom was it necessary to handle a passenger, mail, or express train with small power. The management did not keep a passenger helper at Parsons.

Facing the prospect of tackling Parsons hill single with the 2090 and her loads of valuable silk, Jeff reasoned that if they took a big run for the mountain they'd go a long way before the grade slowed them down to a walk.

With good luck, they could make the tunnel without doubling.

Near the east mile board the brakeman shouted across the cab: "They're swinging us down with a red fusee!"

Jeffries glanced back. Sure enough, it was swinging in a wide arc from the rear vestibule of the coach. Profanity gushed from his lips as he closed the throttle and set the air. Their record run seemed to be shot now. What in hell was wrong with the nitwits? They ground to a halt some two miles east of Parsons depot.

"Well," snarled the big hogger as the trainmaster and the conductor trotted up, "you guys have sure played the devil with this run!"

"Say," demanded the conductor. "Why didn't ya stop an' get that helper at Parsons!"

"Whatcha talkin' about?" Jeffries came back at him. "I got a message at Springtime sayin' we weren't gonna get any helper at Parsons."

"This high speed's evidently gone t' your head," said the conductor. "I received a copy of th' same message you did at Springtime. It read: 'You will now get helper at Parsons.'"

"You're crazy!" snorted Jeffries. He thrust a hand into the pocket on the bib of his overalls and drew forth a crumpled message which he spread out on one knee and read aloud. '"You will *not* get helper at Parsons.' You read it all right, skipper—all but the third word,"

Jeffries turned to Mike and the head shack. "Did either of you guys see anything of a helper on th' west finger at Parsons?"

"I was puttin' in a fire," said the fireman. "Didn't see anything."

"It wasn't on my side," added the brakeman.

Big Jeff glared at them.

"Of all th' bonehead plays—" began the trainmaster.

Jeffries cut him short. "Well, if that message *does* say 'now,' an' there *was* a helper waitin' for us at Parsons, whadya want us t' do?"

"Back up an' get it, numbskull!" snapped the trainmaster.

"Listen!" the hogger said suddenly. "'We're at least two miles east of Parsons. If we keep on goin', with good luck we can crawl over th' hump without doublin'."

THEY HIT the bottom of the real hill, three miles below Divide, at a hard-won 45 miles an hour. And as the 2090 set her front feet on the mountain grade, she felt the full weight of the eight-car train stretched out behind her and began losing headway. The speed indicator crept slowly back toward zero.

Thirty-five, 30, 25, and then 20 miles an hour! As the speed lessened, Jeffries dropped the Johnson bar a few notches at a time. The exhaust changed from a roar to a stutter, and from a stutter to a sharp cracking.

Two miles of heavy grade were covered before the speed dropped to ten. Then, at the west mile-board at Divide, the engineer threw every bean into the pot. He shoved the Johnson bar down among the oil cans and eased the throttle out the two or three remaining notches to the stop-pin.

The fireman saw the reverse gear go down in the corner and heard the loud exhaust become a deep bellow.

As they staggered by the Divide telegraph office and nosed into the single track, the 2090 lost her feet and ripped a challenge from her stack that you could have heard for miles. But Jeffries caught her before she slipped down. Slowly but surely, they crept over the peak of the grade onto the level tunnel section, with sand boiling from her drivers and her water-glass empty.

The fireman gave voice to a whoop of victory and tossed the scoop over the coal gates as they entered the tunnel. Jeffries grinned.

They emerged from the smoky flue at East Portal like a shot from a cannon. Ahead of them was ten miles from East Portal to Marshall. Silk Extra 2090 east covered that ten miles in eight minutes flat!

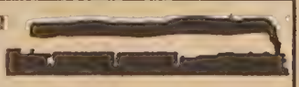
As they crashed across the interlocking plant at Marshall yard, Jeffries jerked out his watch, and held it cupped in one hand from there on in. They came to a sliding halt in the Marshall trainshed at 4:59.

HIRO NASUKI, the bland official of the Oriental-Occidental Trading Company, which specialized in silk shipments, greeted the Pacific Northern freight silicitor with a smile.

"Congratulations, Mr. Thompson!" he said. "Your people made an excellent run with the silk after all. According to my information, the seven cars routed over the Pacific Northern reached Marshall at 4:59 a.m.—twenty-two minutes ahead of the seven cars routed over the Great Western Pacific."

"Oh, there was nothing to it, Mr. Nasuki," said Mr. Thompson. "By the way, when does your company expect another silk shipment?"

FIRST STEAM WEST OF THE BIG MUDDY
By Byron E. Guise
First Story Published Of
ST. JOSEPH AND GRAND ISLAND RAILROAD
Construction Started Before Civil War
Relates many unusual events
Illustrated by 70 pictures
$6.95 POSTPAID
Limited Edition
Send order to:
BYRON E. GUISE
Box 431, Marysville, Ks. 66508

RAILROADMEN! IDENTIFY WITH YOUR HOBBY

1,000 NAME & ADDRESS LABELS WITH ZIP CODE AND STEAM TRAIN $2.00
GOLDEN WEST DISTRIBUTORS
Box 1987, Long Beach, Calif. 90801

PENNSYLVANIA RAILROAD
All Steam! Locomotives 6987, 6743, 4249, 3885, 3843 and I-1's! Hear whistles in the mountains, "wolf calls" at girls, and echoes off the hills. Thrill to 2 double slotted I-1's lifting tonnage with slipping drivers and that nostalgic "in sequence—out of sequence" exhaust rhythm. Record No. 10, 33.3 rpm, 10" long play. New Jacket Design. $4.50 postpaid. Free Literature.
RAILROAD RECORD CLUB
Hawkins, Wisconsin 54530

RAILROAD AUCTION
1000's of Steam & Electric Items sold at "your own price" every year! List FREE!
GRAHAME HARDY
Box 622, Carson City, Nev. 89701

Amazing short-cut to big pay in the world's biggest business!

New Car Furnished
Expenses Paid, No Selling
Free Benefits, Action

M. L. Crippen, Placement Director

FREE BOOK TELLS YOU HOW

I don't care who you are, where you are, or what you are doing now. I will show you how to short-cut your way into one of the most exciting, booming, big-money industries in the country today—Accident Investigation.

I don't care whether you ever went to college. I don't care what your past experience is. I will show you a simple, easy plan that has dramatically changed the lives of hundreds of men like you.

It's a plan that can pop you right out of that dead-end job. And do it so fast that your old friends—your old boss—will be stunned. Because this plan can put you into a brand new company car, all expenses paid . . . put an executive brief case in your hand . . . give you amazing, free benefits . . . give you constantly growing income, opportunity, security.

Yes, I'm talking about turning you into a professional man with a career future! And I'm talking about doing it in just a short time for just a few dollars—as little as 33 cents a day! You doubt it? Of course you do. Many of the men now earning thousands more had doubts until they learned these two, basic facts:

Fact One: Most men don't know it, but Accident Investigation today is part of the *biggest service business in the world.* More than $19 billion was paid out last year to investigate and settle some 22 million accidents.

Insurance and other companies just can't find enough trained investigators to handle this flood of work. The shortage is critical. The need for more and more trained men is urgent! And it gets more critical every day as the accident rate goes up and up.

Fact Two: Now you can become a trained Accident Investigator fast, right in your own home in your spare time. Simply read brief, fascinating lessons-by-mail from famous Universal Schools. No classes to attend. No big investment. No risk. No need to switch jobs until you are ready.

Then, Universal's free, nation-wide placement service goes into action. We give you effective, life-time help in finding the career job you want—right in your own community or anywhere in the country you may want to live.

Your Short-Cut To Success

This is your short-cut to success. This is the plan that has taken hundreds of men out of the labor force and into professional ranks. **Universal has trained and placed more men in the remarkable Accident Investigation field than any other organization in the country.**

I'll show you proof. I'll send you a free book that tells the whole, exciting story of this booming industry. I'll include names, addresses, earnings of men all over the country who have taken Universal's short-cut to a new, rewarding life.

You'll read about factory hands, truck drivers, warehousemen, clerks mechanics, salesmen, farmers who are now professional Accident Investigators —all because they had the ambition to contact Universal Schools.

Make that contact yourself, right now. Send for the free book that tells you exactly how to short-cut your way into the action, the money, the prestige of Accident Investigation.

There's absolutely no obligation. No salesman will call. We simply send you the facts and let you decide. But send for your free book now. Just mail the coupon or write to Universal Schools, 6801 Hillcrest, Dallas, Texas 75205.

Approved For Veterans' Training

MAIL NOW FOR FREE BOOK OF FACTS

UNIVERSAL SCHOOLS, INC.
6801 Hillcrest, Dept. AM-1, Dallas, Texas 75205

Without obligation, please send me the free book on my opportunities in Accident Investigation. I understand that no salesman will call on me.

Name_____ Age _____

Address_____

City & State_____ Zip Code_____

101

Additional Roster Notes

New data for our Ohio Shortlines rosters (Dec. '69) comes from Adolph Coors Co. Note 55 should read: CinnUt 36 and 37 sold to Geo. R. Silcott, then to Adolph Coors Co., renumbered 997, 996.

Much new data for our Pennsylvania Shortlines rosters (March '70) comes from Precision Engineering, Silcott, and other official sources. Certain notes should read:

(64) P&LE 4206, 4213, 4214 were retired 1/61, 4204-4205, 4207 were retired 2/61; all were scrapped.

(65) P&LE 8353, 8355-8357 became NYC 8235 (2nd), 8355, 8301 (2nd), 8205 (2nd), then PC 5235, 5203, 5301, 5205. P&LE 8354 was sold to Silcott, then to Truax Traer Coal Co.

(67) P&LE 8200-8203 were originally P&LE 9100-9103, then P&LE 8200-8203. These units, never renumbered, were sold to GE in 2/66. P&LE 9100-9101 were originally 8800-8801, then 8900-8901 (1948), then 9100-9101 (1949). P&LE 9102-9103 were originally 8902-8903, then P&LE 9102-9103 (1949).

(68) P&LE 9619-9627 were originally P&LE 8537-8540, 8542-8547, 8549, then P&LE 9619-9627. P&LE 8546 sold to U.S. Steel, renumbered 110 (10/59). P&LE 8547 sold to Pan American Engineering (8/59), then to Perla Minas de Fierro, S.A., then to Altos Hornos de Mexico, renumbered 100. All remaining units were transferred to NYC prior to renumbering. PC 9620, 9623 were retired 12/69; 9625, 9627 were retired 6/68.

(69) P&LE 9731-9767 were originally P&LE 8541, 8548, 8633-8667, then P&LE 9731-9767. P&LE 8638 sold to Silcott, then to L.B. Foster, then to Sabine River & Northern, renumbered 8638 (1966). P&LE 8655 sold to Silcott, then to Genessee & Wyoming, renumbered 36. P&LE 8649-8650, 8654, 8664 sold to Silcott, then to the SB, renumbered 109-110, 108, 111. P&LE 8647 sold to Silcott, then to MonCon, renumbered 138. P&LE 8667 sold to Silcott, then to Searle Taylor Machine, then to Armco Steel, renumbered 19. All remaining units were transferred to NYC prior to renumbered. The following PC units are retired: 9736 (2/70), 9760 (7/68), 9766 (6/69).

(105) Union 502 sold to Silcott, then to Precision Engineering, then to Universal Iron & Steel (1964). Union 503, rebuilt to a DS 4-4-1000 in 1947, was sold to Precision Engineering (1967); scrapped. Union 504 sold to Silcott, then to Track & Maintenance Equipment Co. (1963), then to Precision Engineering; scrapped. Union 505 sold to P.W. Duffy & Son, then to Silcott, then to P&BR, renumbered 353 (1960).

(25) EEC 20 was originally Mississippi Export 48, then St. Johnsbury & Lamoille County 53, then Ontario Hydro 53, then Silcott 53. then EEC 20.

(147) Everett ? was originally Morehead & North Fork 11, then Silcott 11, then Everett ?.

(43) MonCon 100 was repowered with Cummings diesels in 1954 to 900 hp. Sold to Silcott and Garrett Railroad Car Equipment jointly, then resold to Diamond Shamrock Corp. but still on MonCon property.

(45) MonCon 110-111 were repowered with Cummings diesels in 1954. MonCon 110-111 sold to Silcott and Garrett RR. Car & Equipment jointly, then MonCon 110 was sold to U.S. Steel's Lorain Works. MonCon 111 sold to Oregon, Pacific & Eastern.

(51) MonCon 177 was originally Delaware & Hudson 3031, then sold to NYC. (6/18/65). which used material from it to repair NYC 860. NYC 869 renumbered NYC 9705, then sold to GE, resold to Silcott, then to MonCon, where it became MonCon 177 (10/66). It will be converted to a slug.

(72) P&OV 3 (2nd) was originally PC&Y 2, then Silcott 2, then E.K. Pletcher 2, then P&OV 3 (2nd) (1/4/65).

(75) PA&MR 1 sold to Silcott, then to St. Louis Car Co., renumbered 57-5 (11/7/62).

(77) PA&MR 3 was originally U.S. Steel ?, then PA&MR, then Silcott 3, then Georgia Pacific ?.

(78) PA&MR 4 was originally U.S. Navy ?. then PA&MR 4, then Silcott 4. then Marquette Cement ?.

(80) PA&MR 7 was originally USN ?, then PA&MR 7. then Silcott 7, then GE ?, then Quebec North Shore Paper Co. ?.

(81) PA&MR 8 was originally Missouri Pacific ?, then Marquette Cement ?. then Silcott ?, then PA&MR 8.

(100) Union 451 sold to Mears Coal Co. (1967). Union 452 sold to C&K Coal Co. (1967). Union 453 sold to Preston W. Duffy & Son, then to Silcott, then to Brooklyn Eastern District Terminal, renumbered 21 (10/62). Union 454 sold to Glen Irvan Co. (1964).

(129) UMP 11 is ex-PB&NE 11.

(130) UMP 19 is ex-PB&NE 19.

(145) UMP 58-59 no longer on roster.

(146) UMP 142 was originally Western Maryland 142, then UMP 142.

(138) UMP 3021 is ex-D&H 3021.—Sy Reich.

Coming Events

May 9: Pine Creek RR. celebration commemorating their Shay loco at Allaire State Park, N.J. Railroad Enthusiasts (NY Div.) and Railroadians of America sponsor trip, including transportation and dinner aboard ex-Jersey Central ferryboat; fare, $12 with dinner ($8 without). Write RR Enthusiasts, Box 71, Leonia, N.J. 07605.

May 9, May 16, etc. to Oct. 17: One-day train trip to Niagara Falls and Toronto via Canadian National; incl. sightseeing tour, museums, buffet dinner; leave Windsor, Ont.; fare, $19. Emarcy Tours, Box 1287, Detroit, Mich. 48231.

May 10: "Snow Scene Special" on Manitou & Pikes Peak Cog Ry.; lv. Manitou 12:30 p.m., 50 minutes on top of mountain; also photo-stop of snow-removal equipment. Fares, $7; kids, $4. Contact Intermountain Chapter, NRHS, Box 5181 T A, Denver, Colo. 80217.

May 16: Mainline trip, Boston to Portland (optional trip to Seashore Trolley Museum); tour of Rigby yards, South Portland; sponsored by RRE (New England Div.). Contact J.F. Lajoie, Box 3, Methuen, Mass. 01844.

May 17: Branchline trip, Boston to Greenville, Hollis, N.H.; sponsored by RRE (New England Div.). Write J.F. Lajoie (address above).

May 24: Streetcar trip over SEPTA, using car 2176; lv. 12th and Erie, 10:15 a.m. Fares, $6 if paid before May 15. Sponsored by Philadelphia Chapter, NRHS.

June 6-7: Steam trip over Livonia, Avon & Lakeville and Arcade & Attica, incl. dinner at Depot Restaurant plus overnight stay in Rochester; lv. New York City (GCT) 8:30 a.m. Contact Empire State Ry. Museum, Box 459, Wall St. Sta., New York, N.Y. 10005.

June 20: "Railfans Day" at Edaville RR; ride 2-ft.-gage steam line, incl. some diesel power. Contact "Skipper" Clark, Bemis Street Ry., 21 Endicott St., Newton Highlands, Mass. 02161.

June 21: Steam trip, Bethlehem, Pa. to Warwick and Maybrook, N.Y., over LV, Lehigh & Hudson River, and New Haven. Fare, $13.95; kids, $8.95; Warwick to Maybrook, $4. Write Quakertown & Eastern RR., 1321 W. Broad St., Quakertown, Pa. 18951.

June 21: Toronto streetcar trip, 12-5 p.m., over Toronto Transit Comm. lines; sponsored by N'western Pennsylvania Elec. Traction Assn. Fare, $4.; write David Leemhuis, 2631 W. Sixth St., Erie, Pa. 16505.

July 11-26: Delta Queen river cruise. Santa Fe Super Chief, L.A. to Chicago; James Whitcomb Riley to Cincinnati; Delta Queen, July 16-22; return L.A. July 26. Fares, $720 to $900; space limited to 24 persons. Contact Let's Travel Tours, Box 146, Perris, Calif. 92370.

ALONG THE IRON PIKE
by Joe Easley
ROCK ISLAND
665
IF THIS PICTURE WERE IN COLOR, YOU COULD SEE HOW HANDSOME THE CRI&P COMMUTER TRAINS SERVING CHICAGO LOOK WITH A NEW BRIGHT RED COLOR SCHEME, NEW DOUBLEDECKER CARS, AND LARGER LETTERING ON DIESEL UNITS.
72
562
TROLLEY MAIL BOX IN AMSTERDAM. LETTERS POSTED IN DUTCH STREET CARS USUALLY ARE DELIVERED NEXT DAY ANYWHERE IN HOLLAND OR BELGIUM OR MOST OF GERMANY OR FRANCE.
PENNSY FREIGHT ENGINE 1165 STOOD ON ONE END AFTER KILLING HER FIREMAN BY SPLITTING A SWITCH AND BREAKING THROUGH OHIO CROSSING BRIDGE NEAR McKEES ROCKS, PA., ABOUT 20 YEARS AGO.
NEW WAY TO BUILD A MINIATURE LOCOMOTIVE IS WITH BOTTLE CAPS SUCH AS THOSE USED BY TOM WILSON OF LONDON, ENGLAND.

K. Gordon Younger, the Manitoba Representative of the Canadian Railroad Historical Assn., has been trying to locate the whereabouts of two wooden coaches from Winnipeg which were sold to a U.S. railfan and turned over to the Maggie Valley Railroad, Maggie, N.C. One of its cars was a passenger coach, the other a "combine." Write Mr. Younger at 267 Vernon Rd., Winnipeg 12, Man., Canada.

APPROVED for VETERANS under new G.I. bill

THESE 3 BIG DRAFTING KITS* GIVEN TO YOU!

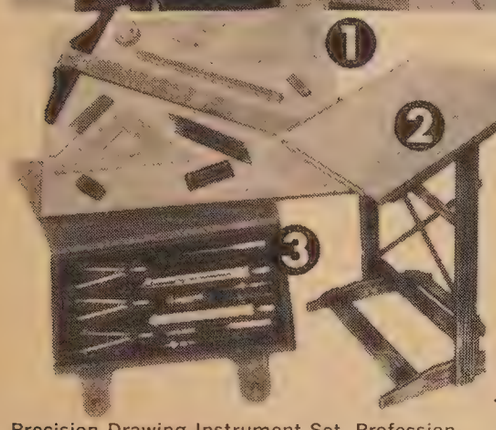
...when you train at home with NASD for a HIGH PAY JOB IN DRAFTING!

Coast-to-Coast Shortage of Trained Draftsmen Opens Thousands Big Salary Jobs for Beginners!

Now you can take your pick of thousands of big salary jobs open to Draftsmen (see "help wanted" sections of metropolitan newspapers). Huge nationwide demand... U.S. Dept. of Labor reports "42% more Draftsmen needed in next 10 years—not enough applicants to fill drafting jobs available now!" Our easy "Quick-Learn" Method has helped hundreds toward good income, security and prestige as Draftsmen. Why not you?

You Need No Drawing Skill—No Technical Ability

NASD's staff of Professional Draftsmen guide you step-by-step. With our spare time home-study plan you work on actual projects. Makes learning fun – easy to remember, too. Many graduates have succeeded with only grade school training. Others report good earnings drafting part time while still learning. Rush coupon today sure . . . get **FREE "DRAFTING CAREER KIT," Sample Lesson, Drafting Aptitude Test** including intriguing new **5-Way Drafting Instrument** and **20 page Book** "Your Future in Drafting"—jam-packed with revealing facts on your opportunity to win top pay and job security in Drafting. Everything mailed to you **FREE** and **WITHOUT OBLIGATION.** *No salesman will call.*



Precision Drawing Instrument Set, Professional Drafting Board Outfit and Fingertip Tilting Drafting Table are given to you with your complete North American Course in Drafting.

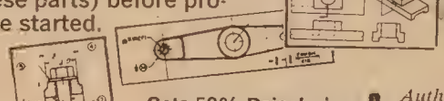
Take Your Pick of 2 EXCITING FIELDS

❶ Architectural Drafting

Today's population explosion guarantees boom in building of homes, churches, schools, factories, office buildings & warehouses is just starting. Thousands Architectural Draftsmen needed NOW because drawings must be made of every part of every building before ground can be broken.

❷ Mechanical Drafting

Skyrocketing U.S. mass production requires millions of drawings & thousands of Mechanical Draftsmen all along the way. Drawings must be made of every PART of every product used in the U.S. (as well as of the machines that make these parts) before production can be started.



U.S. LABOR DEPT. REPORTS SERIOUS SHORTAGE OF DRAFTSMEN

(The following quotes from U. S. Labor Dept. point out nationwide shortage for Draftsmen)

"The dearth of qualified applicants has resulted in increasing calls for trainees, as employers in many areas relaxed hiring specifications. Experience requirements have been virtually eliminated, along with age barriers."

"Steadily growing employer requirements...were accompanied by marked reductions in the supply of draftsmen available."

TOP AMERICAN EMPLOYERS WELCOME NASD GRADUATES

"We would be interested in interviewing your grads as potential employees." **REMINGTON**

"At the present time we have several openings available for qualified Draftsmen. I look forward to considering graduates of your institution." **WESTINGHOUSE**

"We have immediate openings for designers and Draftsmen and have a definite interest in interviewing candidates immediately." **AMERICAN MACHINE & FOUNDRY**

(3) High School Draftsmen
$90-$130 FREE
NO EXPERIENCE
Simple ability with tracing and/or light detailing is all you need to get in on the ground floor. Be part of professional research team and move up the ladder to design.
Call GARY GOLD, 346 8400

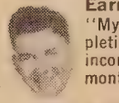
NO EXPERIENCE REQUIRED!
Trainees who satisfactorily pass a basic drafting aptitude examination will receive
- INITIAL SALARY
- AUTOMATIC SALARY ADJUSTMENTS
- FULL EMPLOYEE BENEFITS

Call immediately to arrange interview appointment
JOE PASSMORE
262-6111
The FLUOR Corporation, Ltd.
INTERNATIONAL ENGINEERS-CONSTRUCTORS
2500 S. Atlantic Blvd.
Los Angeles, Calif. 90022
An equal opportunity employer

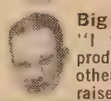
Design Draftsmen
Requires experience in design and drafting of small mechanical devices.
CALL OR APPLY
AEROJET-GENERAL CORP.
11711 Woodruff Ave.

DRAFTSMAN
Architectural
WESTERN GEAR
3600 E. Imperial Hwy. Lynwood
An Equal Opportunity Employer

HERE'S WHAT STUDENTS SAY



Earns $820 Month!
"My first position after completing your course jumped my income from $350 to $820 per month." —G. W., Tenn.



Big Promotion!
"I was promoted from the production line ahead of 4 others and got a good pay raise." —W. A., Wisc.

Gets 50% Raise!
"Shortly after I completed your course I was made shop foreman. My pay was increased by half." —W. R., New York

No Layoffs!
"Strikes and layoffs are nightmares of the past. Your training has opened the door to a wonderful future for me." —H. O., Ohio

Authorized to issue diplomas by California Superintendent of Public Instruction.

Accredited Member, National Home Study Council.

APPROVED for VETERANS under new G.I. bill

Veterans, Servicemen you may be eligible for Gov't education benefits

A home-study program in association with Cleveland Enginering Institute.

1. **5-Way Drafting Instrument**—yours to keep as a FREE GIFT without obligation.
2. **20-Pg. Drafting Career Fact Book** – packed with details about career opportunities.
3. **Self-Scoring Drafting Aptitude Test** – tells if you are suited for high-pay Drafting Career.
4. **Sample Lesson** – a "sneak preview" of things to come.

NORTH AMERICAN SCHOOL OF DRAFTING
4500 Campus Dr., Dept. 4045, University Plaza, Newport, Calif. 92660

NORTH AMERICAN SCHOOL OF DRAFTING, Dept. 4045,
4500 Campus Dr., University Plaza, Newport, Calif. 92660

Rush **"DRAFTING CAREER KIT"** including **Book, Sample Lesson, Aptitude Test & Drafting Instrument – ALL FREE!** No salesman will call.

NAME _____ AGE ____

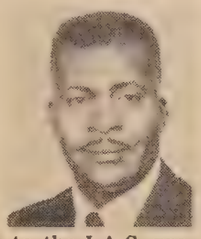
ADDRESS _____

CITY _____ STATE _____ ZIP _____

MEN TRAIN NOW

FOR A BIG PAY JOB AS A CLAIMS ADJUSTER

Former I.A.S. Graduates found new careers in the exciting, challenging and well-paying field of Insurance Claims Adjusting.



Before his retirement as Master Sergeant, U.S.A.F., ELIJAH WILLIAMS from Bradley, Ark., began his I.A.S. training under the new GI Bill. "While still in service I started seeking an interesting second career. Thanks to the I.A.S. program and the excellent training I received, I am now employed by one of the largest auto insurance adjusting companies in California."

Former self-employed truck driver and farmer, WALTER J. HOEFS, age 60, is now employed as a claims adjuster for a large company in Sioux Falls, S.D. after completing his I.A.S. course. "I love my work and owe all my success to I.A.S. The excellent Home-Study program and training I received gave me a real chance to get ahead in life."

Insurance Adjusters and Investigators are badly needed due to the tremendous increase of claims resulting from automobile accidents, fires, burglaries, riots, storms and industrial accidents that occur daily. **Insurance Adjusters Schools** can train you to earn **top money** in this **exciting, fast moving field,** full or part time. Work at your present job and train at home then attend Resident Training for two weeks at **MIAMI BEACH, FLORIDA** or **LAS VEGAS, NEVADA.** Nationwide employment assistance. Write for **FREE** information today!

VA APPROVED FOR VETERANS UNDER NEW GI BILL

INSURANCE ADJUSTERS SCHOOLS. Dept. AM
1901 N.W. 7 St., Miami, Florida 33125

Please Print

Name_____

Address_____

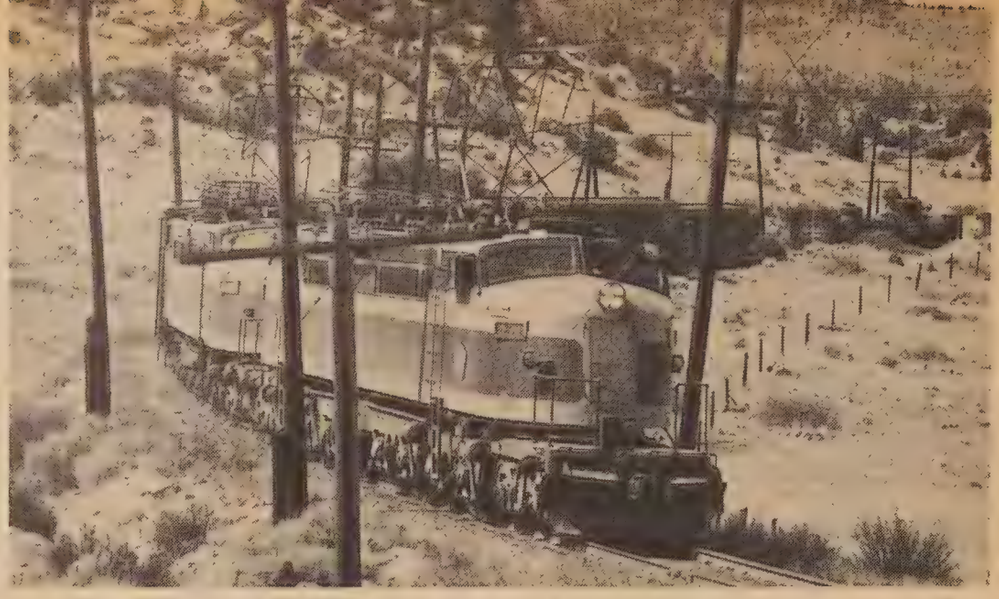
City_____

State_____ Zip_____

Age_____ Phone_____

GI Bill information?_____

ACCREDITED MEMBER
NATIONAL HOME STUDY COUNCIL

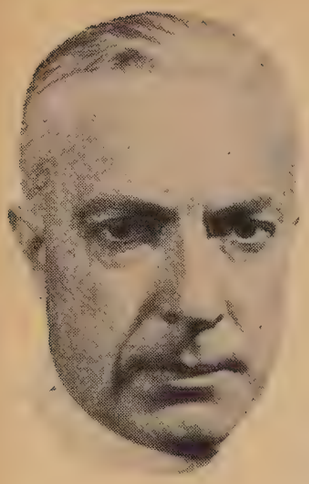


Two Milwaukee Road electrics, led by E70, heel around a curve in the Rockies.

1939 Renumbering of Milwaukee Road Locos

STEAM LOCOMOTIVES

Type	Class	New Numbers	Old Numbers
4-4-2	A	1- 4	1- 4 (Hiawatha's)
4-6-0	G	10- 11	10- 11 (N. Woods-Hial)
4-4-2	A-las	20- 29	3001, 02, 05, 07-11, 13, 15
	A-4s	30- 31	3133-3134
	A-4as	32	3135
4-4-0	H-8	40- 42	900, 03, 04
2-6-6-2	N-3	50- 66	9300-9316
	N-2	90- 92	9601, 02, 06
4-6-4	F-7	100- 105	100- 105 (New in 1938)
	F-6	125- 138	6400-6413
	F-6a	139- 141	6419-6421
	F-6a	142- 146	6414-6418
4-6-2	F-3as	150- 151	6109, 6157
	(F-3s & F-3bs*)	152- 198	6160, 6100, 01, 03, 05, 06, 07, 11-14, 16-18, 21, 24-26, 28, 30, 32, 33, 35, 37, 39, 43-48, 50-52, 54-56, 58, 61-66, 68-69
4-8-4	S-2	201- 230	201- 229, 200 (New, only No. 200 changed)
	S-1	250- 251	9700, 251
2-8-2	L-3a	300- 313	8605, 08, 10, 11, 14, 16, 20, 21, 31, 39, 45, 53, 74, 91
	L-3b	314	8769
	L-3	315- 399	8600-04, 06-09, 12, 13, 15, 17-19, 22-30, 32-38, 40-44, 46-52, 54, 55-73, 75-78, 80-90, 92-99
	L-2b	400- 499	8300-8399
	L-2a	500- 579	8200-8279
	L-2a	580- 598	8281-8299
	L-2r	600- 661	8001, 04, 08, 12, 19, 23, 28, 29, 31, 35, 38, 39, 42, 43, 47, 50, 52, 55, 56, 61-64, 67-70, 73-75, 77, 81, 83, 87-90, 98, 8100, 01, 04, 05, 06, 10, 11, 15, 20, 38, 30, 31, 33, 35, 36, 38, 39, 43, 46, 48, 50, 57,
	L-2	662- 738	8000, 03, 05, 07, 09-11, 15-18, 20-22, 24, 25, 27, 30, 32, 33, 37, 41, 44, 45, 48, 51, 53, 57, 59, 65, 71, 78, 79, 82, 85, 91-97, 8103, 07, 08, 09, 14, 16-19, 22, 23, 25, 27, 29, 34, 37, 40-42, 45, 49, 52, 54, 56, 59, 60, 62, 64, 69, 70, 74, 75, 76, 77, 78
	L-las	750- 754	8500-8504
	L-las	755- 766	8506-8517
	L-las	767	8519
	L-1s	768- 769	8505, 8518
4-6-2	F-5an	800- 833	6300-05, 11-14, 17, 19, 20, 22, 24, 27, 32, 33, 35, 37, 39, 41, 47-49, 51, 54, 57, 58, 62, 64, 65, 69
	F-5b	834- 855	6306, 08, 10, 15, 16, 21, 25, 28-31, 34, 36, 42, 44, 45, 59, 61, 63, 66, 68, 70
	F-5n	856- 857	6352, 6356
	F-4ms	875- 888	6200, 02, 04, 05, 07, 08, 10, 16, 19
	F-4b	889- 890	6209, 6218
2-6-2	K-las	900- 954	5002, 04, 07, 13, 21, 22, 32, 37-41, 44, 5501, 03, 06, 07, 08, 15, 23, 26, 32, 34, 38, 40, 44, 48, 50, 55, 57, 61, 63-67, 69, 75, 83, 87, 88, 93-95, 98, 99, 5602, 03, 05, 09, 10, 21, 26, 41, 43
	K-1	955- 960	5521, 54, 80, 96, 5535, 5536
4-6-0	G-8	1000-1024	2600-2624
	G-8a	1025-1041	2625-2641
	G7bs	1050-1069	2867-2886
	G-7cs	1070-1073	2887-2890
	G-7as	1075-1084	2852-55, 57, 59-62, 65
	G-7s	1090-1097	2423, 34, 40, 53, 2802, 05, 08, 18
	G-6os	1100-1103	2760-2763
4-6-0	G-6ps	1104-1113	2764, 2766-68, 70-75
	G-6s	1114-1122	2751-2759
	G-6cs	1123-1133	2700, 2702-08, 10, 11, 12
	G-6bs	1134-1138	2328-2332
	G-6fs	1140-1157	2350-2367
	G-6gs	1158-1160	2369-2371
	G-6ms	1161-1178	2372-2389
	G-6ns	1179-1182	2390-2393
	G-5xs	1185	2250
	G-5s	1186-1198	2251-2262, 2264 (2263 sold)
2-8-0	C-5	1200-1204	7200-7204
	C-5a	1205-1249	7205-7249
	C-2s	1250-1291	7600, 02, 04, 07, 09, 10, 13, 15, 16, 17, 20, 23, 24, 7100, 01, 03, 06, 08, 09, 14, 16, 18, 19, 20, 23-28, 30-32, 34, 36, 39, 41, 43-45, 48, 49
	C-2	1300-1331	7601, 03, 05, 06, 08, 11, 12, 15, 18, 19, 21, 22, 7102, 04, 05, 07, 10-13, 15, 17, 21, 22, 33, 35, 37, 38, 40, 42, 46, 47
	C-3b	1340-1344	7550-7554
	C-3a	1345-1347	7557-7560
	C-7	1350-1354	7700-7704
	C-7a	1355-1366	7705-7716
	C-1-c	1375-1396	7001, 02, 07, 09, 11, 12, 16, 26, 28-30, 33, 40, 42, 43-45, 50, 59, 63, 66



An Important Message

To Every Man And Woman

In America

Losing His Or Her Hair

If you are troubled by thinning hair, dandruff, itchy scalp, if you fear approaching baldness, read the rest of this statement carefully. It may mean the difference to you between saving your hair and losing the rest of it to eventual baldness.

Baldness is simply a matter of subtraction. When the number of new hairs fail to equal the number of falling hair, you end up minus your head of hair (bald). Why not avoid baldness by preventing unnecessary loss of hair? Why not turn the tide of battle on your head by eliminating needless causes of hair loss and give Nature a chance to grow more hair for you? Many of the country's dermatologists and other foremost hair and scalp specialists believe that seborrhea, a common scalp disorder, causes hair loss. What is seborrhea? It is a bacterial infection of the scalp that can eventually cause permanent damage to the hair follicles. Its visible evidence is "thinning" hair. Its end result is baldness. Its symptoms are dry, itchy scalp, dandruff, oily hair, head scales, and progressive hair loss.

So, if you are beginning to notice that your forehead is getting larger, beginning to notice that there is too much hair on your comb, beginning to be worried about the dryness of your hair, the itchyness of your scalp, the ugly dandruff — **these are Nature's Red Flags** warning you of impending baldness. Even if you have been losing your hair for some time, don't let seborrhea rob you of the rest of your hair.

HOW COMATE WORKS ON YOUR SCALP

The development of an amazing new hair and scalp medicine called Comate is specifically designed to control seborrhea and stop the hair loss it causes. It offers the opportunity to thousands of men and women losing their hair to bacterial infection to reverse the battle they are now losing on their scalps. By stopping this impediment to normal hair growth, new hairs can grow as Nature intended.

This is how Comate works: (1) It combines in a single scalp treatment the essential corrective factors for normal hair growth. By its rubifacient action it stimulates blood circulation to the scalp, thereby supplying more nutrition to still-alive hair follicles. (2) As a highly effective antiseptic, Comate kills on contact the seborrhea-causing scalp bacteria believed to be a cause of baldness. (3) By its keratolitic action it dissolves ugly dandruff. By tending to normalize the lubrication of the hair shaft it corrects excessively dry and oily hair. It eliminates head scales and scalp itch.

In short, Comate offers you in a single treatment the best that modern medicine has developed for the preservation of your hair. There is no excuse today except ignorance for any man or woman to neglect seborrhea and pay the penalty of hair loss.

COMATE IS UNCONDITIONALLY GUARANTEED

To you we offer this UNCONDITIONAL GUARANTEE. Treat your scalp to Comate in your own home, following the simple directions. See for yourself in your own mirror how after a few treatments, Comate makes your hair look thicker and alive. How Comate ends your dandruff, stops your scalp itch. How Comate gives your hair a chance to grow. Most men and women report results after the first treatment, some take longer. But we say this to you. If, for any reason, you are not completely satisfied with the improvement in your own case — AT ANY TIME — return the unused portion for a prompt refund. No questions asked.

But don't delay. For the sake of your hair, order Comate today. Nothing — not even Comate — can grow hair from dead follicles. Fill out the coupon now, and take the first step toward a good head of hair again.

©1969 Comate Corporation
21 WEST 44 ST., NEW YORK, N.Y. 10036

Male pattern baldness is the cause of the great majority of cases of baldness and excessive hair loss. In such cases neither the Comate treatment nor any other treatment is effective.

Note To Doctors
Doctors, clinics and hospitals interested in scalp disorders can obtain professional samples and literature on written request.

"I used to comb out a handful of hair at a time. Now I only get 4-6 on my comb. The terrible itching has stopped."
—L. H. M., Los Angeles, Cal.

"My hair has improved. It used to fall out by handfuls. Comate stopped it from falling out." —D. M. H., Oklahoma City, Okla.

"My hair has quit falling out and getting thin."
—D. W. G., c/o FPO., N. Y.

"My husband has tried many treatments and spent a great deal of money on his scalp. Nothing helped until he started using your formula."
—Mrs. R. LeB, Piqua, Ohio

"Comate is successful in every way you mention. Used it only a few days and can see the big change in my scalp and hair."
—C. E. H., N. Richland, Wash.

"My hair was thin at the temples, and all over. Now it looks so much thicker, I can tell it."
—Miss C.T., San Angelo, Tex.

"Now my hair looks quite thick."
—F. J. K., Chicago, Ill.

"My hair had been coming out and breaking off for about 21 years and Comate has improved it so much."
—Mrs. J. E., Lisbon, Ga.

"I've used a good many different 'tonics.' But until I tried Comate, I had no results. Now I'm rid of dandruff, and itchy scalp. My hair looks thicker."
—G. E., Alberta, Canada

"Used it twice and my hair has already stopped falling."
—R. H., Corona, Cal.

"No trouble with dandruff since I started using it."
—L. W. W., Galveston, Tex.

"It really has improved my hair in one week, and I know what the result will be in three more. I am so happy over it, I had to write!"
—Mrs. H. J., McComb, Miss.

COMATE CORPORATION Dept. 3406A
21 West 44th Street, New York, N.Y. 10036

Please send at once the complete COMATE hair and scalp treatment (60 days' supply) in plain wrapper. I must be completely satisfied with the results, or you GUARANTEE prompt and full refund on return of unused portion.

☐ Enclosed find $10 (check, cash, money order). Send postpaid.

☐ Send C.O.D. **Enclosed is $1 deposit.** I will pay postman $9 plus about $1.50 in postal charges on delivery. Save the $1.50 by enclosing $10.
Canada, Foreign, APO, FPO, add $1 -- No C.O.D.

Name _____

Address _____

City _____ State _____ Zip _____

RUSH THIS NO-RISK COUPON TODAY!

STRASBURG RAIL ROAD

The Road to Paradise

FUN FOR EVERYONE

Ride a full size, oldtime steam train on a round-trip thru the heart of the beautiful Amish and Penna. Dutch Country.

RAIN OR SHINE
Weekdays: 1, 2, 3, 4 P.M.
Sundays & May 30:
1, 2, 3, 4, 5 P.M.
ADULTS $1.25 CHILDREN 50¢

Rt. 741—STRASBURG
LANCASTER CO., PA.

FREE FOLDER
WRITE BOX 243-P
STRASBURG, PA.

"RAILWAY TO THE MOON"
by Glen M. Kidder

The noteworthy and comprehensive pictorial history of the famous MT. WASHINGTON COG RAILWAY in a special limited edition (1500 numbered copies). 184 pages featuring over 200 photos, many over 100 years old, identifying characteristics of the early locomotives, and photos and rosters of all locomotives, including the latest. Priced at only $12.50 postpaid. Order NOW! Include payment with order. (Mass. residents must include 38¢ for the 3% Mass. Sales Tax)

"Railway To The Moon," c/o G. M. Kidder
P.O.B. 1035, Davis Substation Acton, Mass. 01720

COMPLETE DISPERSAL SALE of The Collection of Calvin E. Senseny (deceased) over 35 years a collector. 5,000 plus Steam Negatives; 6,000 plus Prints; 4,000 plus Trolley Negatives; 5,000 plus Prints; Some Color, Some Slides; Railroad Magazines to the early 30's; Trains Magazines; Time Tables & Maps.

List will be available on or about April 1, 1970.
For List Send $1.00 To:

E. S. BOWDERS
804 Woodlawn Circle
Chambersburg, Pa. 17201

REAL STEAM TRAINS

15" — 16" — 24" — 36"

GAUGES

"LITTLE TOOT"

CROWN METAL PRODUCTS CO.
WYANO, PENNA. 15695

Send for FREE circular

0-6-0	I-5a	1400-1415	1167-69, 71, 73, 75-77, 79, 80, 82, 84, 86, 87, 91, 94	
	I-5a	1416-1428	1207, 09, 13, 15-18, 20, 22-26	
	I-5a	1429-1456	1526-28, 30-34, 1500-01, 03, 07-10, 12-24	
	I-5a	1457-1476	1197-99, 1201, 04-06, 27-30, 33, 35, 37-40, 42, 44, 45	
	I-5a	1477-1496	1247-1266	
	I-5a	1497-1522	1268, 69-72, 74-77, 79-87, 89-96	
	I-6	1245-1534	1297-1306	
0-8-0	D-1	1550-1551	1400-1401	
	Work Equipment			Located at:
0-6-OT	I-3ax	X976	1106	Bensenville
	I-3ax	X977	1113	Minneapolis
	I-4ax	X978	1149	Miles City
	I-5ax	X979	1172	Milwaukee
4-4-0	H-6d	X999	527	Milwaukee (Exhibition engine)
0-4-4-0	ESO-1	X985	10025	Deer Lodge (electric)
	(*)F-3bs engines:-		154, 165, 166, 169, 173, 175, 176, 180, 183, 184, 185, 186, 191, 193, 194	

ELECTRIC AND GAS-ELECTRIC LOCOMOTIVES

Class	New Numbers	Old Numbers
EP2	E1—E5	10250—10254
EP3	E10—E19	10300—10302, 10304—10309, 10303
EF3	E25—E33	10500, 10503—10510
EF2	E34—E36	10501, 10502, 10511
EF1	E50—E72	10200, 10201, 10204—10209, 10211—10221
	E74+E73	10231—10233, 10238, 10239
		10255B, 10234A
ES2	E80—E83	10050—10053
ES1	E85	10000
GE1	E90'E91	5800, 5801

(This roster was prepared with the cooperation of Elwin K. Heath, A. C. Kalmback, Dallas T. Nelson, John Couts, A. L. Lehecks, Greg Sacho, and E. W. Bearman.

TERROR in a Chesapeake & Ohio engine cab on the Cabin Creek branch in August, 1914, is recalled by a C&O oldtimer, H. L. Scott. Here are the facts, as he remembers them. Ed Cunningham was pounding the old 320 up the heavy grade just east of Red Warrior, W. Va., after having taken water at the tank below the station. Jim Withrow was handling the scoop. Ten empty gondolas, all that the big hog could handle over the hump to the Buffalo mines, made up the train. The head shack, naturally, was back in the crummy, sleeping.

Ed heard a racket and glanced back at two men climbing over the coal gates. He recognized the foremost intruder as Matt Jerrold, a former engine watchman at the Cane Fork roundhouse. Matt had a wooden leg, cold blue eyes, and a formidable temper. The other man was his cousin, Henry Jerrold.

"Matt, what the hell you doing on this engine?" demanded Ed. "You know you ain't—"

The words died in the engineer's throat and his eyes widened. He and Jim Withrow were staring into the muzzles of long black guns.

"Ed," commanded Matt, "come down!"

"I can't leave this engine, and you know it," objected Cunningham.

"Ed," Jerrold drawled, "I done killed two men t'day and I ain't a bit set against makin' it three. Come down!"

Cunningham scrambled down. Then began a wild ride. Jerrold had made no idle boast. He killed a man at Cabin Creek Junction early in the afternoon. In company with his cousin, he rode a freight to Cane Fork, where Frank Nance, the town marshal, attempted to arrest the pair for the murder. Matt shot Nance dead. Then the cousins slipped away in the darkness, walked to Red Warrior, and waited a train.

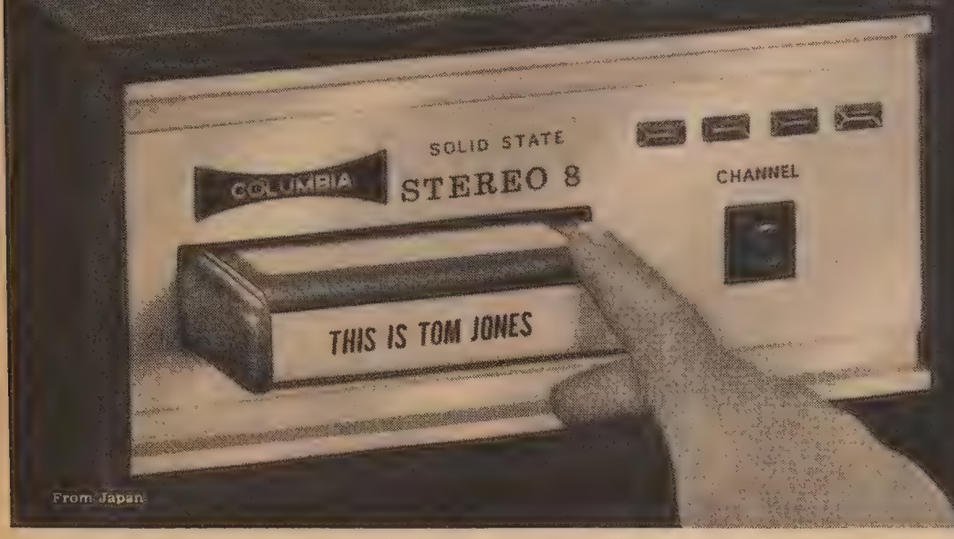
Jerrold knew there was but one other train on the lonely branch line that night. He might meet it head-on. But he was willing to take the chance. Forcing Jim to shovel coal and Ed to hold down the brakeman's seat, Jerrold drove over the crooked mountain line at frightful speed. The crew were in continual terror of leaving the iron or meeting the westbound 526 at the next curve. The conductor, aroused by the dangerous speed, crawled across the gondolas to the cab, and was promptly made prisoner.

Jerrold managed to hold the 320 to the rails and make the wild mountainous country of Jerrold's Valley before daylight, missing a head-on by scant minutes. The two outlaws faded away into the night and a nerve-shattered but thankful train crew called a frantic dispatcher and outlined the situation. The Jerrolds were captured a few days later. Matt was hanged. Henry drew life imprisonment.

THE SEATTLE MONORAIL, built in 1962 for the World's Fair, is still popular, but city leaders are not convinced that monorails can solve future traffic congestion, On May 11th, metropolitan Seattle votes on plans for financing for a transit network based, in large measure, on San Francisco's BART system. As the new system will not provide for another monorail, and long-range plans ignore it, the monorail may eventually go the way of Seattle's streetcars. Despite some disadvantages, monorail operation is almost completely silent, with no grinding brake shoes or squealing flanges. The two-car trains were built in Germany, using American components, according to an article by Harre Demoro in *The Western Railroader*, published by Francis A. Guido, Box 668, San Mateo, Calif. 94401.

Now! Enjoy tape cartridges through your present stereo record system!

8-Track Tape Cartridge Player



OUR CATALOG PRICE $69.95

Yours for only $9.95 plus mailing and handling

when you join the Columbia Stereo Tape Cartridge Service by buying three cartridges now and agreeing to buy only seven additional cartridges during the coming year, from the more than 600 to be offered

The richness of full stereo sound—with the convenience of 8-track cartridges!

- Plays through your home stereo record system...no special installation, plugs right into your amplifier or stereo phonograph
- Program Indicator . . . lights up each program when unit is in operation
- Push-Button Program Selector...changes from one program to another with the touch of your finger
- Completely automatic operation
- Rich walnut graining

Here's the most advanced, most convenient, most trouble-free way for you and your family to enjoy stereo music in your home — a way that frees you forever from records that scratch, warp and wear out...from reel-to-reel tapes that tangle and break. It's the famous, compact Columbia 8-Track TAPE CARTRIDGE PLAYER...now yours, in this extraordinary offer, at a truly fabulous bargain price!

With the Columbia 8-Track Player, you'll be able to enjoy full stereo fidelity, plus the effortless convenience of 8-track cartridges in your home! Cartridge tapes play continuously — switch automatically from track to track . . . and the Player provides superb stereophonic sound reproduction right through your present home stereo record system!

Our regularly offered price for the Player is $69.95—yet now, as part of this special introductory offer, you may take the Player for only $9.95 when you join the Columbia Stereo Tape Cartridge Service and buy three cartridges of your choice for only $6.98 each.

Your only obligation as a member is to purchase seven additional cartridges during the coming year . . . music you'd probably buy anyway! As a member you will receive, every four weeks, a copy of the Service's buying guide. Each issue contains scores of different cartridges to choose from — the best-sellers from over 50 different labels!

If you want only the regular selection of your musical interest, you need do nothing — it will be shipped to you automatically. Or you may order any of the other cartridges offered . . . or take no cartridge at all . . . just by returning the convenient selection card by the date specified. What's more, from time to time the Service will offer some special cartridges which you may reject by returning the special dated form provided . . . or accept by doing nothing.

Your Own Charge Account! Upon enrollment, we will open a charge account in your name. You pay for your cartridges only after you've received them. They will be mailed and billed to you at the regular Service price of $6.98 (Classical and special cartridges somewhat higher), plus a mailing and handling charge.

Free Cartridges! You'll get an additional cartridge of your choice FREE for every two cartridges you buy, once you've completed your enrollment agreement. That's like getting a 33⅓% discount on all the 8-track cartridges you want, for as long as you want! Fill in and mail the coupon today!

CHOOSE YOUR FIRST 3 CARTRIDGES NOW!

ATTENTION CREDIT CARD HOLDERS:

If you prefer, you may charge your Player and cartridges to your credit card. We honor six different plans. Simply check your preference and include your account number on the coupon.

COLUMBIA STEREO TAPE CARTRIDGE SERVICE

Terre Haute, Indiana 47808

COLUMBIA STEREO TAPE CARTRIDGE SERVICE 852-1/3R
Terre Haute, Indiana 47808

Please enroll me as a member, and send me the *Columbia 8-Track Cartridge Player* described here. I am enclosing my check or money order for $9.95. (Complete satisfaction is guaranteed or my money will be refunded in full.) Also send me these three cartridges, billing me $6.98 each, plus mailing and handling for the Player and cartridges. Fill in numbers:

My main musical interest is (check one box only):

☐ Easy Listening ☐ Young Sounds ☐ Country

As a member of the Service, my only obligation is to purchase as few as seven additional cartridges during the coming year at the regular Service price under the terms outlined in this advertisement . . . and I may cancel my membership at any time thereafter. If I continue, I am to receive an 8-track cartridge of my choice FREE for every two additional selections I purchase.

☐ Mr.
☐ Mrs.
☐ Miss.....

(Please Print) First Name Initial Last Name

Address.....

City.....State.....Zip.....

If you wish to charge the cost of the Player and your first three cartridges, plus mailing and handling, to your credit card, check one and fill in your account number below:

☐ Uni-Card ☐ BankAmericard
☐ Diners Club ☐ Master Charge
☐ American Express ☐ Midwest Bank Card

Account Number..... Expiration Date.....

Signature.....

852-2/4R

© 1970 CBS Direct Marketing Services SC-370/S70

The Switch List

We list entries free but without a guarantee. Not over 25 words, including name and address. Use abbreviations: *tts.* (timetables), *emp. tts.* (employes timetables), *SSE* (send 6¢ stamped envelope, if in U.S., for list or details). Your entry will be printed in our first available issue. Address Sy Reich, *Railroad Magazine*, 205 East 42nd Street, New York, N.Y. 10017.

JESS ADAMS, Box 2248, Anchorage, Alaska 99501, will sell Alaska RR. paper weight.

W.W. ADAMS, 2508 N. Calispel St., Spokane, Wash. 99205, will buy negs. NP Q6, N&W Y6B, B&O S1A, PM N1.

D. ANTONOPOULOS, 15 Rutland St., Springfield, Mass. 01109, will trade 35mm diesel negs. NYC, NYNH&H, B&M, PC for Alco, FM units on any rr.

C.E. APPLETON, 5660 Chase St., Gary, Ind. 46408, will buy 11/40 12/40, 4/41 issues Trains mag.

WARREN BASCOM, 3496 Ringer Rd., Whitehall, Pa. 18052, trades slides of PC, LV, RDG, CNJ for GM&O, L&N, SP, GN, CMSP&P.

LOU BEAUDOIN, RFD 2, Blush Hill, Waterbury, Vt. 05676, will trade orig. 35mm color slides of 11 rrs. in his area for SP&S, NP, ARR, PGE.

C.A. BENNETT, 2206 Windsor Ave., Springfield, Ohio 45505, will swap or sell rr. switch lanterns; list 25c.

BILL BLEWETT, 724 N. Roeske Ave., Michigan City, Ind. 46360, will sell set of WH AA1 brass air-horns from TMERL 1119.

SETH BRAMSON, 8035 Cecil St., Miami Beach, Fla. 33141, buys anything FEC; sells pix from FEC 8x10 official negs.

STEVE BRAYTON, 33 Highgate St., Allston, Mass. 02134. sells 35mm slides NYNH&H, B&M, MBTA; list 10c. (SSE)

WAYNE BRITTAIN, Box 866, Sault Ste. Marie, Ont., Canada, will buy Ramsey's "PGE Ry. to the North."

J.J. BUCKLEY, 5834 W. 28th St., Cicero, Ill. 60650, buys or trades for diesel slides of Nacozari RR locos, trains.

CYRIL BUTCHER, 8 Coyne St., St. Thomas, Ont., Canada, sells CP steam pix; list 10c.

K.F. CHIVERS, 67 Somerset St. W., Ottawa 4, Ont., Canada, will trade 1946 Car Bldrs. Cyclopedia for '30's Car Bldrs. Cyclopedia, Loco Cyclopedia.

CECIL CHURCH, 216 Rideau Terr., Ottawa 2, Ont., Canada, buys, trades orig. Alco. Baldwin, Lima Bldrs. pix, catalogs.

KEN CLARK, 207 W. 2, St. John, Kan. 67576, trades for AT&SF tie date nails.

HARRY CLAUSEN. 133-46 122 St., South Ozone Park, N.Y. 11420, sells NYO&W tts., emp. tts., schedules. (SSE)

DICK CRANDALL, Conrad Rd., Springville, N.Y. 14141, sells 1885 reprint PRR tt.

LIN CRUM, 126 N. Taylor, El Dorado, Kan., sells Kansas rr. slides, MV copper. zinc, steel date nails. (SSE)

DOUG CUMMINGS, 529 W. 63rd Ave., Vancouver 14, B.C., Canada, will buy pre-1925 pix BC Electric.

JIM DAVIES, 78 Warren Pl., Ridgewood, N.J. 07450, sells tts. of CB&Q, CRI&P, C&NW. NYC, PRR, NYNH&H, Erie, EL, CNJ, LI. (SSE)

VINCENT DE SANTIS, 196 Carbon St., Paterson, N.J. 07522, sells EL color slides, pix.

R.H. DELLINGER, Box 4095, Birmingham, Ala. 35206, will sell rule-bks., playing cards, uniform buttons, jewelry; buys playing cards, buttons.

Mrs. JOHN EDWARDS, 1222 Ingleside Ave., Baltimore, Md. 21207, will sell one set of Railroad Magazine, 1945 to date.

EUGENE ELLIS, 550 W. McIntosh St., Milledgeville, Ga. 31061, buys size 116 negs. AV, NYNH&H, BAR, only cabooses.

B.B. EVANS, 1509 N. Pine St., Meridian, Miss. 39301, will trade A&W, Miss. Central sw. keys for T&NO, Central Pacific.

JACK FESCO, 4309 Edenhurst Ave., Los Angeles, Calif. 90039, buys sw. locks, keys; sells SP pix, dwgs. (SSE)

R.P. FITZGERALD, 603 Woodland Dr., Havertown, Pa. 19083. buys pix, negs. NYC psgr. condrs. & brakemen in full uniform.

HARRY FRYE, 1023 Hooksett Rd., Manchester, N.H. 03104, buys pix B&M steam esp. 0-4-4T, 2-6-4T, 4-8-0.

BARRY GARLAND, 5005 Deerpark Cir., Fair Oaks, Calif. 95628, will buy pix WAB 2-6-0's 573-576, 754-758.

VINCENT GARZA, 2724 W. 97th St., Evergreen Pk., Ill. 60642, buys 8mm movies recent CN or NKP psgr. trains.

BILL GATES, 607 Dawson St., Uhrichsville, Ohio 44683, buys info. on PRR Buckeye Div. wrecks '40-'60.

J.L. GEIB, R. 1, Mt. Joy, Pa. 17552, sells P&R brass time-check tags.

JOHN GJEVRE, 1924 18½ St. NW, Rochester, Minn. 55901, buys SOO pix. negs. of lines west of Minnpls. esp. wrecks, work trains, snow trains.

C.B. GOODMAN, 5826 S. Western Ave., Chicago, Ill. 60636, buys rr. silverware, china, etc.

GARY GRAHL, 1452 Leland Ave., Bronx, N.Y. 10460, sells 3½x5 color pix. slides MU's, trolleys; list free.

GEO. GREVASTAD, 119 N. 89th St., Seattle, Wash. 98102, buys info., pix Seattle, Vancouver, B.C. trolleys.

JACK GWINN, 706 9 St., Radford, Va. 24141, trades N&W passes for sw. keys.

J.A. HANNOLD. Main St., Carolina, R.I., buys passes, tts., tkt. sets, postcards of Narra. Pier RR. (SSE)

DICK HOISINGTON, 6 Park Ave., Derry, N.H. 03038, sells size 616 negs. diesels, esp. New England area. (SSE)

KEVIN HORN, 707 Campus View, Bloomington, Ind. 47401, will buy pre-'65 issues Railroad Magazine, pre-'61 Trains.

FREEMAN HUBBARD, c/o Railroad Magazine, 205 E. 42nd St., New York, N.Y. 10017, will sell IC history, "Main Line of Mid-America," 1950, by Corliss, 490 pages, illust., $5; also "Mail by Rail" (story of RMS), 1951, by Long, 414 pages, illust., $5; both good cond.

ED KANAK, 2400 Orchard, New Brighton, Minn. 55112, buys slides of cab units, Alco diesels, on Mexican rrs.

R. KENNEDY, Box 186, Islington, Ont., Canada, buys stock of LA&L, Everett, C&LE. other shortlines; also will buy caboose.

WAYNE KERSLAKE, 1615 Cedar Lane, Sioux Falls, S.D. 57103, sells tts., passes, keys, railroadiana; no list. (SSE)

GLEN KIDDER, RD 1, Acton, Mass. 01720, will sell Harlow's "Steelways of New Eng.," Laut's "Romance of the Rails," B&L's "Mountain, Lake & Valley." (SSE)

W.A. KIRKPATRICK, 9331 Springfield, Evanston, Ill. 60203, will sell autographed 1st ed. of Dubin's "Some Classic Trains," mint, cond.

NORM KOHL, 51 Locust Ave., Glen Head, N.Y. 11545, buys pix rr. stations esp. 4x5 of eastern and abandonned rrs; state price.

G.J. KOSCINSKI, CMR 4 Box 16493, Keesler AFB, Miss. 39534, buys 35mm color slides SOO in Mont., N.D., Minn.

ROGER KRUEGER, 95 Stanford Hts., San Francisco, Calif. 94127, sells SP steam negs., western railroadiana. (SSE)

J.T. LAWS, 5724 El Prado NW. Albuquerque, N.M. 87107, will buy globe for Pullman condr.'s lantern, 1865.

TOM LAWSON, Box 8311. Birmingham, Ala. 35218, sells orig. size 122 negs. southern steam shortlines and indus. rrs., list 10c.

DON LEWIS, 11 Blossom Dr., Billerica, Mass. 01821, will trade Steinheimer's "Backwoods RRs of West" for Shaughnessy's "The Rut. Rd." or either vol. Beebe's "Trains We Rode" or "Rio Grande Story."

ED LEWIS. 14 E. Main St., Arcade, N.Y. 14009, will sell 1917. '19, '23, '26 Poor's Manuals, good cond.

PETE LIVERMORE, 239 S. Lasky Dr., Beverly Hills, Calif. 90212, buys orig. negs. B&O 4-4-4-4 5600.

R.N. MANSLEY, 7722 Loretto Ave., Philadelphia, Pa. 19111, sells RDG tts., emp. tts. '32 to present; buys RDG mags. '32-'41. (SSE)

MIKE McDONALD, 706 Westknoll, Los Angeles, Calif., buys CB&Q pix locos, cabooses; tts.

C.G. MOCKBEE, 1573 Bowman Ave., Dayton, Ohio 45409, buys CR&IC, Speedrail, PST tts., train orders, tkts., pix.

DICK MORHARD, 14 Rogers Lane, Smithtown, N.Y. 11787, sells orig. 35mm slides, negs.; b&w, color pix; books; mags.; railroadiana. (SSE)

J.E. MURPHY, 733 Beaverbrook Rd., Baltimore, Md. 21212, buys pix and plans FW&D 400-4399 boxcars, SLSF 29500 series boxcars.

JON NELSON, 9911 W. Broadview Dr., Miami Beach, Fla. 33154, buys or trades for anything FEC or predecessors; buys, trades RPO cancellations.

DAVE NESTLE, RD 2, Ray Rd., Greenwich, N.Y. 12834. sells much railroadiana; list 25c refundable.

SCOTT NIXON, SFC Bldg., Augusta, Ga. 30902, buys pix, history of August Nthn.

R.V. NIXON, Box 21, Missoula, Mont. 59801, will send last NP Rocky Mountain Div. emp. tt. for 20c ppd. (Ed. note: Ron Nixon made the beautiful color-shot on our current front cover.)

MAC OWEN, Rte. 1 Box 58A, Altamont, Kan. 67330, trades lanterns, tts., bldrs. plates for slides of extinct diesels, steam, elecs.

DICK PALMER, Box 91, Syracuse, N.Y. 13205, buys or borrows LV, DL&W movies of '40's, '50's; buys color slides LV, DL&W diesels psgr. trains.

LANCE PINKERTON, 10 Keith Jeffries Ave., Cranford, N.J. 07016, sells 8x10 pix PC, PRR, LV, CNJ.

BOB PRINE, 1233 3 St., Baraboo, Wis. 53913, sells LP records of steam along C&NW; info. free.

JOE QUINN, Box 1044, Tillson, N.Y. 12486, sells size 616 diesel, caboose, other equip. negs; sells steam pix.

RANDY REEDY, 2042 N. Taylor St., Arlington, Va. 22207, buys SOU, RF&P, etc. cap badges, lapel emblems.

TONY REZNAK, Jr., 120 Edison St., Wilkes-Barre, Pa. 18702, buys color pix or negs. at Eckley, Pa., or on CP&W during filming of "Molly Maguires."

WAYNE RHEINFELD. 1011 Neilson St., Far Rockaway, N.Y. 11691, buys, sw., marker, classification, and hand lanterns; also globes, bells, hdlts., whistles, locks, keys.

JOHN ROBERTSON, VAW-114, c/o FPO, San Francisco, Calif. 96601, will buy steam loco whistle.

WM. RUSSELL, 402 Rochelle Ave., Wilmington, Del. 19804, sells Trains 5/56-3/66, etc; list 10c.

JOE SAITTA, 2160 Washington St., Merrick, N.Y. 11566, buys collections of orig. 35mm domestic, foreign trolley, elec. slides.

WAYNE SCHENK, Box 195, West Seneca, N.Y. 14224, sells RPO cancellations from early 1900's, other railroadiana; list 10c.

N.R. SEIDELMANN, 2237 38 St., Pennsauken, N.J. 08110, buys P&W, PTC motorman's cap badges, trolleyana.

GUS SMAREY, Suttons Bay, Mich. 49682, trades for New Haven, MEC, FEC, SAL, ACL sw. keys.

DAVE SMITH, 96 Portland Ave., Dover, N.H. 03820, buys or trades for ATSF loco slides.

BOB SMITH, 712 S. 8 St., Coshocton, Ohio 43812, buys color slides or negs. B&O streamlined 4-6-2, DL&W, DT&I, Erie, PRR, NKP, W&LE steam, diesels.

KEN SPRINGIRTH, 4720 Cliff Dr., Erie, Pa. 16511, sells his bk. "Trolleys of Gem City" (history of Erie trolleys).

ALF STEIGNER, 3218 Cross Bill Rd., Louisville, Ky. 40213, will buy Wayner's "RR, Magazine Poems."

D.H. STEINBERG, 606 Orr St., Chattanooga, Tenn. 37405, sells pix Chattanooga trolleys; SOU, L&N, CG, TA&G; no list. (SSE)

TOM STEPHENS, 8 Richfield St., Squantum, Mass. 02171, trades Penn Central Nthn., Sou., NH Region emp. tts. for East. or West. Region.

JOHN STONE, 6810 Chambers Ave., Cleveland, Ohio 44105. buys railroadiana.

WARREN STOWMAN, 7013 Hegerman St., Philadelphia, Pa. 19135, buys, trades for any size pix P&R 0-4-0T 195, 1201.

WALT STRINGER, 132 Edgewood, Ardmore, Pa. 19003, buys size 126, 135 color slides PRR or PC, E units.

JIM TERRELL, Box 31, Telluride, Colo. 81435, sells or trades D&RGW emp. tts., etc. (SSE)

BILL THOMASSON, Box 2248, Anchorage. Alaska 99501, sells WP&Y plaque also useful as paperweight.

JAY THOMSON, 808 Broyles St., Maryville, Tenn. 37801, buys 3x5 or p.c. size L&N, NC&SL, MON, TC, C&EI, Clinchfield, CNO&TP, PM.

DICK TOWNLEY, 184 S. Maple Ave., Basking Ridge, N.J., sells back issues Railroad Magazine, Trains, Mdl. RRer, etc. (SSE)

BOB TRENNERT, 944 E. Johnson St., Philadelphia, Pa. 19138, sells Kodachrome orig. slides of PRR, PC GG-1's. E-44's. (SSE)

HOWARD TURK, 58 Lake Ave., Lancaster, N.Y. 14086, sells or trades lanterns. (SSE)

GEO. TURNBULL, 50 Newtonville Ave., Newton, Mass. 02158, will buy MEC sw. key; buys or trades 35mm slides PC, NYC, New Haven, PRR.

BOB TURNER, 3257 Seaton Rd., Victoria, B.C., Canada, will buy Lind's "Narrow Guage Country."

GARY WEBSTER, RR3 Box 282, Manchester, N.H. 03103, trades dupl. 35mm slides B&M F units for those of your area.

WES WILDE, 3700 45th St. N., St. Petersburg, Fla. 33713, will buy "Trolleying Around N.Y."

BOB WILSON, 12782 St. James Dr., Mantua, Ohio 44255, trades PC, PRR emp. mags. (SSE)

BOB YANOSEY, 40 Hendel Ave., N. Arlington, N.J. 07032, buys steamor diesel neg. collections.

HARRY YOUNG II, 245 Taylor Ave., Beaver, Pa. 15009, buys info., catalogs, pix of Natl. Loco. Works, Pgh. & McKeesport Car & Loco Works, N.K. Porter.

SP5 JOHN ZIEMBA, 352-36-6498, HHC, 2 Bn 4th Infantry, Ft. Campbell, Ky. 42223, buys pix or negs. Nashville trolleys, interurbans.

ROGER ARCARA, 1432 Leland Ave., Bronx, N.Y. 10460, will sell cast iron NYNH&H script emblem from scrapped 0350-series loco, to highest bid over $35 rec'd by June 15.

ERVIN BORDEN, 166 Hillman St., New Bedford, Mass. 02740, wants trolley route maps of Union St. Ry. New Bedford & Onset St. Ry.

ED CONKLIN, 5 King Arthur's Court, St. James, N.Y. 11780, wants PRR and NYC calendars; will

Don Bolander says: "Now you can learn to speak and write like a college graduate."

Is Your English Holding You Back?

"Do you avoid the use of certain words even though you know perfectly well what they mean? Have you ever been embarrassed because you pronounced a word incorrectly? Are you sometimes unsure of yourself in a conversation with new acquaintances? Do you have difficulty writing a good letter or putting your true thoughts down on paper?

"If so, then you're a victim of *crippled English,*" says Don Bolander, Director of Career Institute. "Crippled English is a handicap suffered by countless numbers of intelligent, adult men and women. Quite often they are held back in their jobs and their social lives because of their English. And yet, for one reason or another, it is impossible for these people to go back to school."

Is there any way, without going back to school, to overcome this handicap? Don Bolander says, "Yes!" With degrees from the University of Chicago and Northwestern University, Bolander is an authority on adult education. For almost twenty years he has helped thousands of men and women stop making mistakes in English, increase their vocabularies, improve their writing, and become interesting conversationalists *right in their own homes.*

BOLANDER TELLS HOW IT CAN BE DONE

During a recent interview, Bolander said, "You don't have to go back to school in order to speak and write like a college graduate. You can gain the ability quickly and easily in the privacy of your own home through the Career Institute Method." In his answers to the following questions, Bolander tells how it can be done.

***Question:* What is so important about a person's ability to speak and write?**

Answer: People judge you by the way you speak and write. Poor English weakens your self-confidence—handicaps you in your dealings with other people. Good English is absolutely necessary for getting ahead in business and social life. You can't express your ideas fully or reveal your true personality without a sure command of good English.

***Question:* What do you mean by a "command of good English"?**

Answer: A command of good English means you can express yourself clearly and easily without fear of embarrassment or making mistakes. It means you can write well, carry on a good conversation—also read rapidly and remember what you read. Good English can help you throw off self-doubts that may be holding you back.

***Question:* Are there other advantages to be gained by acquiring a command of good English?**

Answer: Yes! Words are actually "tools of thought." The more you learn about words and how to use them to form and express your ideas, the better your *thinking* becomes. For this reason a command of good English often pays off in unexpected ways.

***Question:* Wouldn't I have to go back to school to gain a command of good English?**

Answer: No, not anymore. You can gain the ability to speak and write like a college graduate right in your own home—in only a few minutes each day.

***Question:* Is this something new?**

Answer: Career Institute of Chicago has been helping people for many years. The Career Institute Method quickly shows you how to stop making embarrassing mistakes, enlarge your vocabulary, develop your writing ability, discover the "secrets" of interesting conversation.

***Question:* How do I know it works?**

Answer: There are thousands of letters in my files, testimonials from people in all walks of life who have used the proved Career Institute Method to achieve amazing results. If you send in the coupon below, I will share some of these letters with you.

***Question:* Who are some of these people?**

Answer: The Career Institute Method is used by men and women of all ages. Some have attended college, others high school, and others only grade school. The method has helped business men and women, homemakers, industrial workers, clerks, secretaries . . . almost anyone you can think of.

***Question:* How long will it take me to learn to speak and write like a college graduate, using your method?**

Answer: Some people take only a few weeks to gain a command of good English. Others take longer. It is up to you to set your own pace. In as little time as 15 minutes a day, you will see quick results.

***Question:* How can I find out more about the Career Institute Method?**

Answer: I will gladly mail you a free 32-page booklet which explains the new easy-to-follow Career Institute Method and tells you how you can gain a command of good English quickly and enjoyably at home. Send coupon, card, or letter today to Career Institute, Dept. 205, 555 E. Lange St., Mundelein, Ill. 60060.

No salesman will call

DON BOLANDER, Career Institute, Dept. 205, 555 E. Lange St., Mundelein, Illinois 60060

Please mail to me, without obligation, a free copy of your 32-page booklet, HOW TO GAIN A COMMAND OF GOOD ENGLISH.

NAME_____

STREET_____

CITY_____ STATE_____ ZIP CODE_____

If 18 or under, check here for special booklet. ☐

FOR INVESTORS! FOR COLLECTORS!

The Last "Complete" Silver Set!

PRESIDENTIAL 1964 U. S. COIN SET

with the John F. Kennedy Half Dollar, in attractive, sparkling lucite display holder. Fine memento, important to collectors and investors. Wonderful gift for Christmas, confirmation, anniversary, birthday and other special occasions. A gift that's different and valuable!

Only **$2.95**

1965, 1966. 1967, 1968 COIN SETS also available at only $2.95 for set

SPECIAL CLOSE-OUTS ON SILVER SETS FEATURING HARD-TO-GET FRANKLIN HALVES

1963 Set	$ 4.00	1962 Set	$ 4.50
1961 Set	$ 5.25	1960 Set	$ 5.85
1959 Set	$ 6.25	1958 Set	$10.25
1957 Set	$10.00	1956 Set	$11.00

ALL 13 SETS (1956-1968) *ONLY* **$64.95**

($75.20 value if ordered separately)

FREE! 1969 COIN SET WITH EVERY $64.95 ORDER

All coins brilliant and uncirculated.

Order today. Send check or M.O. to

THE PENTHOUSE

THE PENTHOUSE, Dept. C-RR60
205 E. 42nd Street
New York, N.Y. 10017

Enclosed please find $_____ (check or M.O.) for which please send me the following coin sets:

_____ _____ _____

_____ _____ _____

_____

Name .....

Address .....

City & State .....Zip.....

(Add 50c for postage and handling)

For 73 years RAILWAY MAGAZINE has been closely connected with the making of railroad history.

Published monthly it has a full colour cover and a Panorama section containing up to twelve pages of nostalgic and news pictures with comprehensive descriptions. Each issue carries an article on Locomotive practice and performance; these are authoritative accounts of steam, diesel and electric locomotive performances with illustrations and tabulated data. The contents are carefully balanced with articles on modern and historical railroad subjects —mainly British but including overseas items.

Subscription post free, $6 per year

RAILWAY MAGAZINE

DORSET HOUSE,
STAMFORD STREET,
LONDON, S.E.I. ENGLAND

sell CNR steam loco bell, other railroadiana. (SSE)

BILL EVANS, 1249 Norwood Place, Orlando, Fla. 32804, will swap "Steam Locomotive in America" (Bruce) for book of cartoons Fiddlersville & Copperopolus.

ARTHUR FRAKES, 3921 4th St., Port Arthur, Texas 77640, will sell rr. menus, buttons, tts.

J. GRECOL, Box 5913, Cleveland, Ohio 44101, will sell 3 vols. "Proceedings Convention of Amer. Ry. Engineering Assn." 1934-36, 1000 pgs., illust., $6 per volume.

E.E. HARMON, Box 349 LFC, Lake Forest, Ill. 60045, will buy DL&W Phoebe Snow etched glasses; also hat badges, tts., chinaware, silverware, menus, esp. Erie.

ALBERT HERSKOVITS, P.O. Box 32, New York, N.Y. 10021, will trade recent PC public tts. for those of other roads.

DAVID KELLER, 5473 Express Dr. N., Holtsville, N.Y. 11742, wants LIRR negatives or pix of stations, locos.

ROBERT KING, 3466 February Dr., Cincinnati, Ohio 45239, has 6 Off. Guides for sale.

MIKE MARCHERA (age 13), 1705 Page Ave., Belleville, Ill. 62221, collects train pix. clippings.

ED McGRATH, 40 W. Centre St., Mahanoy City, Pa., 17948, buys and swaps switch keys; trades rulebIks., tts., passes, locks, other railroadiana for switch keys.

TOM MULLAHEY, 933 E. Center St., Mahanoy City, Pa. 17948, buys switch keys, rulebks., tts., rr. passes.

JIM PROKES, 7850 S. Kenneth St. Chicago, Ill. 60652, buys old steam and trolley tts., cap badges.

AL SHARP, 100 Shennecossett Pkwy., Groton, Conn. 06340, will sell R&LHS Bulls., Off. Guides, 1961-'69, rulebks., trolley bklts, maps, NYNH&H, NYC, PRR tts; list 25¢.

RAY SHORT, 700 Indian Road, Glenview, Ill. 60025, wants books, photos, etc. on Unadilla Valley RR.

Mrs. ALVA WETZEL, Rte. 29, R.D. 2, Collegeville, Pa. 19426, will sell rr. slide shows in color, with taped narration, sound effects, etc.

MARK VONDRAU, 158 Laurel St., Preston, Ont., Canada, will buy streetcar gong, esp. PCC type in working order.

RICHARD ZMIJEWSKI, 640-56 St., Brooklyn, N.Y. 11220, will sell 8x10 pix Flying Scotsman, action on PRR, Penn Sta. display, $1.25 each, $2.25 both.

Model Trading Post

TED GENG, 20 Division St., New Brunswick, N.J. 08901, buys 1/4" scale plans of trolleys.

DICK HANSCHKA, 81 Kenwood Circle, Bloomfield, Conn. 06002, buys 3-rail pre-WW II tinplate trains.

G.V. JAMES, 2235 35 Ave., San Francisco, Calif. 94116, trades SP steam pix for toy vehicles, airplanes.

Mrs. V.L. MOORE, Box 2144, Portsmouth, Va. 23702, will sell HO gage AHM 0-8-0, 4-6-2, 4-6-4 in orig. boxes, new. (SSE)

WARREN NORCROSS, 5411 Whitby Ave., Philadelphia, Pa. 19143, will buy Buddy L caboose.

CHAS. PORTER, 4775 Gifford Rd., Oconomowoc, Wis. 53066, buys AF disel, psgr. bodies, S gage traction mdls, kits; other scale S gage equip. (SEE)

BILL RADCLIFFE, Box 375 Webster, Mass. 01570, trades brass for Lionel O gage locos, cars.

J.W. SWANBERG, R3, Newtown, Ct. 06470, buys used HO gage Suydam NYNH&H EF-1, MEW NYNH & HHEP-30

Pen Pals Wanted

Winston Berry (56), 9 Melbury Garden, West Wimbledon, London SW 20, England.

Info. on Walter J. Young, railroader who died in 1968, is wanted by daughter, Mrs. Bernice Adams, P.O. Box 5, Crescent Valley, Idaho.

Linda King (18), Rt. 2, Box 140, Alvarado, Texas 76009.

Marie Sheckles, 817 S. Holland, Edinburg, Ind. 46124.

Wayne Myers (18), 2418 S. Mill, Kansas City, Kan. 66103.

Rosemary Cunningham, Rt. 2, Box 53, French Creek. W.Va. 26218.

Dottie Schultz (19), 5125 Christiana, Chicago, Ill. 60632.

Pearl Orcillo (23), 289 E. Tikatuna St., Cebu City, Philippines.

Cathy Wagner (16), 229 S. 18th, Belleville, Ill. 62221.

Terri Riester (16), 221 S. 17th, Belleville, Ill. 62221.

Linda Greenlese (16), Meadow Lane, Shrub Oak, N.Y. 10588.

Dona Foster (18), 8040 Rosswood Dr., Citrus Heights, Calif. 95610.

Brenda Hall (16), County Road, Eastport, Me. 04631.

Alice Beddow (48), 812 S. Morgan St., Brazil, Ind. 47834.

Sp/4 Richard Carver, 355-42-24-23 Advisory Team 95 Box 209 APO San Francisco, Calif. 96227.

Tom Carver (16), RR 2 Blacksoil Lane., Peoria, Ill. 61614.

Anita Summers (29), Box 44, Wallace, Neb. 69169.

Richard M. Hart (19), 1454 Forest Park Blvd. NW, Roanoke, Va. 24017.

Shirley Breeding (16), Rt. 1, Box 100A, Castlewood, Va. 24224.

George Hoyt, 502 Condra Road, Allen, Mich. 49227, wants letters from anyone who railroaded out of Jersey Shore. Pa., or Corning, N.Y., with his half-brother, Charles Ernest, in 1903.

Mike McDonald, 706 West Knoll Dr., Los Angeles 69, Calif., wants to hear from ex-boomers, as he might write a book.

T. J. Pelletier, Box 64, Palouse, Wash. 99161, crippled ex-section man (65), likes to correspond with Railroad readers; wants rr. postcards.

Ellis Acker, 615 W. 40 St., Anniston, Ala. 36201, a Southern Ry. steam buff, wants to hear from railfans.

Grau Daniel, 21 rue de Verdusse, 81, Abi, France, wants to contact French speaking pen pals, esp. those interested in building locos.

G. Bolinsky, 435 Alameda Ave., Tacoma, Wash. 98466, wishes to contact 35mm rail camera fans in or near Alexandria and Monroe, La., and Acme, N.C.

ROMANTICA
3 Glittering Diamonds in 14K gold. Both Rings $139.00 $6.00 twice monthly

LONDON
Flaming Diamond in 14K gold. His & Hers Trio. All 3 rings $139.00 $6.00 twice monthly

ELESIA
Brilliant Solitaire in 14K gold. Both Rings $149.00 $6.00 twice monthly

MERCURY
Sparkling diamond & synthetic birthstone in 10K gold masculine mounting. $129.00 $6.00 twice monthly

MOONBEAM
9 fiery diamonds in 14K gold. His & Hers Trio. All 3 rings $169.00 $8.00 twice monthly

ANGORA
7 Blazing diamonds in 14K gold. Both rings $199.00 $8.00 twice monthly

APPOLLO
Dazzling diamond in mans 14K gold mounting $159.00 $8.00 twice Monthly

HAPPINESS
13 glittering diamonds in 14K gold. His & Hers trio. All 3 rings $199.00 $8.00 twice monthly

MAJESTIC
8 Fantastic diamonds in 14K gold. Both rings $249.00 $12.00 twice monthly

BLUE STAR
Linde Blue Star Sapphire with 3 flashing diamonds in 14K gold. $200.00 $8.00 twice monthly

Ring illustrations enlarged to show detail.

IF YOU'RE IN THE MILITARY SERVICE

YOUR CREDIT IS GOOD

GIVE YOUR LOVE A GENUINE DIAMOND

NO DOWN PAYMENT

15 DAY FREE TRIAL - LIFETIME GUARANTEE

SHIPPED IMMEDIATELY VIA AIRMAIL

MAIL COUPON TODAY

NO AGE LIMIT — NO RED TAPE

UNITED DIAMOND SALES • P.O. Box 48518 • Los Angeles, California 90048
Dept. AM-1,

Please rush: Name of item_____

Ring Size: Lady's_____ Man's_____ Type of Stone (Birth Month) _____

I will pay $_____ Twice Monthly or $_____ Monthly

My Name _____ Rank _____

Complete Military Address_____

APO or City_____ State_____ Zip_____

Serial No._____ Discharge Date_____

Social Security No._____

Home Address_____

City_____ State_____ Zip_____

Sweetheart or Wife's Name_____

Her Address_____

City_____ State_____ Zip_____

Send Merchandise to ☐ Me ☐ Sweetheart or Wife

MY SIGNATURE_____ CX2

RING SIZE

Clip out—wrap finger—mark line at arrow point—mail with coupon.

If coupon clipped, send order to:

UNITED DIAMOND SALES
Dept. AM-1, P.O. Box 48518
Los Angeles, Calif. 90048

NO INTEREST OR CARRYING CHARGES

IN SEARCH OF STEAM

with
Mike Eagleson

THE LATEST Canadian National steam trip to the Barrie (Ont.) Winter Carnival was a disappointment. Oh, it ran all right. In fact, it was repeated the next day out of Toronto to the then-frozen Lake Simcoe and return. But many fans felt disgust because the otherwise capable Jim Brown of the Toronto Train Trip Society, which sponsored the two excursions, plastered three large ugly signs on the smokebox front and sides of old 4-8-4 No. 6218!

This desecration was contrary to good taste, historical accuracy, and concern for the hobbyists who wanted to photograph the engine as she looked in regular service. Just before our departure, Jim told me that he'd had the signs made to create "fanfare" and to help to publicize the trips.

"Daisy-pickers, not railfans, pay for excursions," he said, "and this will attract them," adding that he'd remove the panels for the photo run-pasts. But only the front sign was taken off for the picture stop I witnessed. The side "billboards" showed much too plainly in the photos everyone took. I hope such a mistake will never be repeated.

Bonhomie & Hattiesburg Southern's last steam engine, 2-8-2 No. 300, has just been sold to an undisclosed New Jersey man. Who can supply details?

Canada's last steam logging railway closed down Dec. 1, 1969, after its Baldwin saddle-tank No. 1055 made her final run with 30 carloads (2.000 tons) of "Paul Bunyan's toothpicks" over the 16-mile line from the Nanaimo River camp to Ladysmith, B.C. Trucks now haul the logs. John Pitman, R.R. 3, Hector Rd., Port Alberni, B.C., who sent us this news, forgot to mention the company's name.

Southern Railway has a "new" operating steam loco. No, not a freshly outshopped P-s4, but a colorful, full-scale, operating replica of the *Best Friend of Charleston*. The original, as you recall, pulled the first regularly-scheduled steam train in America, in 1830. This replica, built in 1928, has been renovated by the Southern and will make a number of appearances during 1970 in South Carolina. She will also star at the NRHS annual convention this fall in Charlotte.

George Hart's ex-Canadian Pacific 4-6-0 No. 972 may power steam trips out of Bedford, Pa., this summer. The track must be examined to determine if this ten-wheeler, built in 1919, is too heavy to roll on the line. Trips are planned between Bedford and Everett over a very scenic line.

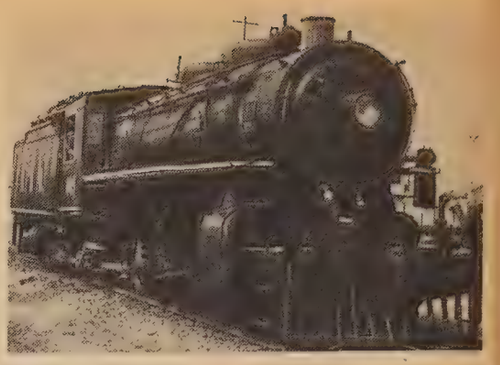
Well, it's happened again. Another steam tourist line is sprouting up—this time at Rusk, Texas—known as the Cherokee & Southwestern Tourist Railroad Corp. The name implies fake stacks and phony Indian raids, but let's hope not. The round trip will be 36 miles in about 3 hours. This is a fairly good run for the American 0-6-0 and a Baldwin saddle-tanker both built in 1920. Four old coaches will make up the consist. Other steamers may be displayed.

Who has a steam loco for sale? John W. Ferris, 9100 Front St., Ft. Wayne, Ind. 46808, needs a good-looking passenger engine to display at a railroad restaurant he is planning in Sarasota, Fla. The whole operation will have two diners, a club car, an RPO for a gift shop, and his own *Capitol Heights* car.

John Love, Governor of Colorado and chairman of the Colorado Railroad Authority, bought Conservation Bond No. 1 at a brief ceremony held in his office recently. These non-negotiable certificates are being sent to donors of $10 or more to the Colorado Society for the Preservation of the Narrow Gauge, a non-profit corporation, which will turn over all contributions to the Railroad Authority. The bond acknowledges the gift and carries two coupons which "might possibly be good for a ride some day," says State Senator Hugh Fowler, secretary of the Society. Donations went over $1,000 the first week, and publicity is being expanded nationally.

Meanwhile, Colorado and New Mexico legislatures each appropriated $295,000, and were expected to make an offer to the Denver & Rio Grande Western before the railroad's deadline expires this spring. Anyone wishing to help save the road should write to the Colorado Society for the Preservation of Narrow Gauge, Inc., Box 2000, Englewood, Colo. 80110. If every American railfan would give a few bucks, we could preserve this historic piece of steam railroading for us to enjoy always.

Centerville & Southwestern, a large-size live road, will begin operations this season on a new line with reduced grading. The Lackawanna-style 4-8-4 burns real coal and emits quite an exhaust while backing out of the station with a load of adults and children. Several trains could operate at once over this line, because of its well-designed signal system and switchwork.



Steamer built by Alco in 1944 is now State Railway of Thailand's No. 405.
Photographed by C. W. King, Feb. 1969

What's news with steam down in Mexico? Bad, I'm afraid. A few standard-gage 4-8-4's and a 2-8-0 and a 4-6-0 are rusting away in the Huehuetoca boneyard. But NdeM has reportedly issued a "no scrap" order on whatever has escaped the torch until now. They have finally learned that rich Americans are eager to buy steam engines, and the road is offering them for sale at many times the going scrap price.

The narrow-gage line between Mexico City and Puebla, via Cuautla, is not being maintained, reports Victor Teach, Apartado 4048, Monterrey, N.L., Mexico. Work on the new standard-gage line may be completed early next year, so they are just letting most everything go to pot. Trains operate (with diesels) at least two hours late, on slow orders for passenger runs.

One steamer saw service on February 20th, however, when a movie company paid for her use in filming a movie, *The Days of Zapata*. I remember riding her cab on a freight train in 1964. She was the lead engine on a doubleheader, with the sweetest whistle of any I ever heard in Mexico. Could it moan! I believe it was the personal property of the engineer, who carried it to work with him every day with his lunch pail.

Rare 4-6-0 No. 352, still lettered Unidos de Yucatan, is in the same scrap yard north of Mexico City as the 4-8-4's. She would make an excellent museum engine. Like all Mexican steamers, she burns oil. (June '68 *Railroad* carried her picture.) Also, 2-8-0 No. 1170, shown in our Dec. '69 issue, is among the others. Big 4-8-4 No. 3038, pictured on our Nov. '68 cover, is there, too.

Would you believe that in 1970 the NdeM fired up a 4-8-4? Yes, Doug Brown of 3906-4 Pacific Ave., Marina Del Rey, Calif. 90291, was down in the Valle de Mexico roundhouse in January and "talked" a Mexican hostler into firing her up, bringing her out of the house, and running up and down for photos. Boy, is he some talker!

Get with Eleganza!

The boldest collection of dashing apparel and dramatic imported footwear anywhere. Sold by mail only.

TAPESTRY PRINT VEST SUIT $36.95

SENSATIONAL . . . is the way you'll look in this dashing Vest Suit! Colorful tapestry print of red, green, black and white, sets off the satin lined vest and slacks measuring up to 23" at the bottoms. Rich, rugged fabric blended of 58% cotton, 42% rayon. Order: A433. Vest sizes: S,M,L,XL. Slacks sizes: 27 to 38. For finished slacks bottoms, add $2. and give inseam measure. Vest and slacks $36.95.

THE SQUARE-TOE RIVET $16.95

You won't walk, you'll swagger in these bold, square-toed slip-ons studded with brass rivets. Rivets line the backs, rivets accent the dramatic new toe. Soft, flexible unlined leather with an exciting antique look. Sizes 6 to 13, medium width. 3489 Black. 3490 Brown. All ½ sizes except 12½.

BIG style hit from California . . . BIG dog ear collar with long ends and high back . . . BIG 6" button cuffs . . . BIG box pleat in back. 100% fine cotton. S468 Black. S469 Royal S470 Chocolate. S471 Burgundy. S,M,L,XL. $10.95 Any 2 for $20.95.

THE BIG COLLAR SHIRT $10.95

VEST SUIT STYLE SMASH! $39.95

Vest, Shirt, Slacks.

An outfit to make your friends turn green with envy. THREE pieces make a great combination; handsome vest — superb shirt — dashing slacks . . . of a rich striped fabric of acetate, rayon and mohair. Shirt body and vest lining of soft 100% rayon. Slacks have big brass buckle; flared bottoms; western pockets; 2½" waistband. C480 Brown. C481 Black. Shirt sizes: S,M,L,XL. Slacks waist sizes: 27 to 38. For finished slacks bottoms, add $2 and give inseam measure. THREE piece suit $39.95.

WRITE FOR FREE CATALOG

Slack suits
Sport shirts
Dress shirts
Knit shirts
Slacks
Jackets
Imported footwear
Outerwear

HOW TO ORDER

To order, simply pick your styles and mail check or money order for the amount — we pay the postage. For C.O.D. shipment, send $2.00 deposit for EACH item — you pay the postage. Your satisfaction is GUARANTEED . . . any item may be returned unworn for full refund. No C.O.D. to APO, FPO.

Eleganza

380 Manley St. Brockton, Mass. 02403

British Rail's single engine 4,000-hp *Kestrel* is shown undergoing trials between Brookmans Park and Hatfield, England.
Courtesy of British Rail

INFORMATION BOOTH

ASK BARBARA: **Railroad questions are answered here—as many as space permits. Address Miss Barbara Kreimer, *Railroad Magazine*, 205 East 42nd Street, New York, N. Y. 10017. No questions will be answered by mail or telephone.**

1 ***Give details on Britain's new diesel, the* Kestrel.**

The 4,000 hp *Kestrel* is probably the world's most powerful single-engined diesel-electric. Built by the Brush Electrical Engineering Co., a division of Hawker Siddeley, at Loughborough, England, it is powered by a Sulzer engine. Officials believe that it provides more power than previous locos. They claim this will result in savings in operational, maintenance, and fuel costs. (Current English diesel-electrics of 2700 to 3300 hp carry two medium-powered engines.) The *Kestrel* is being tested on British Rail, Eastern Region.

John B. Howes, assistant editor of *Rail News* comments: "The builders certainly claim it to be the world's most powerful loco and it is designed to run up to 125 mph. But there have been no actual speed trials of Britain's modern diesel or electric locomotives comparable with those conducted with steam traction before the 1939-'45 war.

"Britain's rail speed record—and, indeed, the world's authenticated steam record—is still held by the LNER A4 locomotive *Mallard* which reached 126 mph between Grantham and Peterborough in 1938."

2 ***How long have the Great Northern and Northern Pacific been trying to merge?***

Surprisingly, the urge to merge between the two roads started in 1893. The Supreme Court ruled against the move three years later; but in 1901 another merger was proposed through the formation of a holding company. That, too, was denied by the Supreme Court. Finally, in 1930, the ICC cleared a third merger attempt, but stipulated that the two roads sell their Burlington holdings as a condition for approval. Rather than do that, GN and NP dropped the plan.

Even the present merger into Burlington Northern looked several times as though it would go through. Informal talks began in 1955—only this time the Burlington, with its vital access to Chicargo, was included in merger plans. The Justice Department's Anti-trust Division fought against the move repeatedly, but in 1967, the ICC, reversing an earlier decision, gave its go-ahead to the plan.

TAKE ONE

It could be worth $200,000 to you.

NTS wants you to have one of these 4 catalogs, free. Each one covers a different field of opportunity open to you now. Any one of them can mean an additional income of $200,000 in your lifetime. Maybe a lot more.

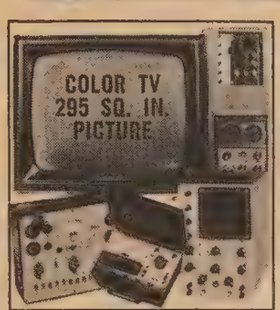
NTS will open the door to this exciting new world — where there is greater income and security than you ever dreamed possible. How? By letting NTS give you the technical skills you need, through home training. There is no better way to become a skilled technician or increase your income potential.

NTS "Project Method" home training makes a big difference. You learn faster and easier — because you train with professional tools and test equipment, included in every course. No extra cost or kit deposits.

Check coupon below for the catalog and home-study course that interests you. There is no obligation.

Electronics Division

Multiply your income with space age skills in Computer Electronics, Color TV & Radio Servicing, Automation/Industrial Electronics or Electronic Communications. All courses include valuable kits like Color TV, Two-Way Radio Transceiver, Oscilloscope, and more. All at no extra cost or kit deposits. Check coupon for new, free color catalog now!



Mechanics Division

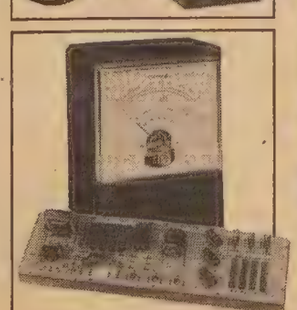
NTS puts you into America's largest industry fast. You can start earning almost as soon as you begin. Professional diagnostic test equipment included at no extra cost. Plus bonus "hot shop" lessons. Choose from four big automotive fields. Check below for new, free color catalog, complete details on all courses and equipment.

Air-Conditioning, Refrigeration, Heating Division

Install and maintain today's complex air-conditioning, refrigeration, and heating systems. As an NTS master technician you can handle any job. Or, you can go into your own business. "Project Method" makes your training interesting with all new tools, tester, and instruments. No extra cost or kit deposits. Send for new catalog. Check coupon today.

Home Appliance Division

Earn your present weekly salary in a day! You can by professionally servicing ranges, washing machines, dryers, home air-conditioners, and other appliances. Open your own shop, or get a top job with a first-class service company. New, exclusive Circuit Trainer, Circuit Tester, and tools — all included at no extra cost or kit deposits. New catalog. Check coupon, below.



APPROVED FOR VETERANS

NATIONAL TECHNICAL SCHOOLS

Worldwide Training Since 1905
4000 South Figueroa Street, Los Angeles, Calif. 90037

High School at Home National offers accredited High School programs. Take only subjects you need. Study at your own pace. Everything included at one low tuition. Check special High School box in coupon for full information and free catalog.

SEND FOR FREE CATALOG & SAMPLE LESSON

Classroom Training at Los Angeles. You can take classroom training at Los Angeles in sunny Southern California. NTS occupies a city block with over a million dollars in training facilities. Check box in coupon.

Accredited Member National Association of Trade and Technical Schools; National Home Study Council

CHECK ONE ONLY! NATIONAL TECHNICAL SCHOOLS
4000 So. Figueroa St., Los Angeles, Calif. 90037

Please rush FREE CATALOG and SAMPLE LESSON on course checked.

Electronics Division

- ☐ Master Course in Color TV Servicing
- ☐ Color TV Servicing
- ☐ Master Course in TV & Radio Servicing
- ☐ Practical TV & Radio Servicing
- ☐ Master Course in Electronic Communications
- ☐ FCC License Course
- ☐ Master Course in Electronics Technology
- ☐ Industrial and Automation Electronics
- ☐ Computer Electronics
- ☐ Basic Electronics

Air Conditioning / Refrigeration / Heating Division

- ☐ Master Course in Air Conditioning, Refrigeration & Heating
- ☐ Air Conditioning & Heating
- ☐ Refrigeration

Mechanics Division

- ☐ Master Course in Auto & Truck Mechanics (includes Diesel)
- ☐ Automotive Mechanics
- ☐ Truck, Heavy Duty & Diesel Mechanics
- ☐ Engine Tune-up & Electricity

Home Appliances Division

- ☐ Home Appliances Master Technician's Course
- ☐ Home Appliances Servicing
- ☐ Handyman Appliance Repair

High School Department ☐ High School At Home

Name_____ Age____

Address_____

City_____ State_____ Zip_____

☐ Check if interested in veteran training under the new GI Bill.
☐ Check if interested ONLY in classroom training at Los Angeles. (Dept. 209-050)

The recent Supreme Court decision upheld the ICC over all objections.

3 ***Mount Savage, Md., and Danville, Pa., both claim to have rolled the first T-rail in the U.S. Which one is right?***

The Montour Rolling Mill in Danville rolled the first American T-rail in 1846. Though it was not first with T-rail, the Mount Savage plant in Maryland had the distinction of rolling that first U.S. inverted U-rail (1844).

4 ***How many railroad employes are in the U.S. and how much do they earn?***

578,000 based on 1969 figures. This contrasts with 590,536 employes in 1968, and 610,191 in 1967, and leaves no doubt that railroads are employing less people each year. As far as wages go, the Association of American Railroads reports that average annual earnings have gone up from $8,654 in 1968, to $9,170 last year. In 1959, workers earned an average of $6,115 per year.

5 ***What is the shortest city-owned railroad in the U.S.?***

Probably the Virginia Central of Fredericksburg, Va., which has only 2½ miles of track, including sidings. Its history goes back to 1853, when it was founded as the Fredericksburg & Gordonsville. In the 1930's, because of competition from trucks, most of its track was abandoned. Today, the line's main function is to move freight back and forth between the Richmond, Fredericksburg & Potomac and the ten local industries. It also gives occasional rides to school children in cooperation with the city recreation department.

6 ***Give a history of the Toledo Terminal Railroad.***

The TT was incorporated in 1907 and took over the property of the Toledo Ry. & Terminal Co. in 1908. It operates as a belt line surrounding Toledo, Ohio, and has 79 miles of standard-gage track. In 1924 it had 19 locomotives; today it owns 8 diesels. For many years it was owned by the following railroads: Michigan Central, New York Central, Pennsylvania, Grand Trunk Western, New York, Chicago & St. Louis, Baltimore & Ohio, Pere Marquette Ry., Hocking Valley, and Toledo & Ohio Central.

7 ***Which are the most powerful Canadian locos now in use?***

Canadian Pacific's new "M" line diesels. They have 3600 hp and CP believes they could pull a 70-car train with a payload of 50 tons per car at maximum track speeds. They are starting in use on fast freights between Montreal, Toronto, and Calgary. So far, 11 have been delivered; 33 more are due to arrive by June this year. The diesels were built in Canada by MLW-Worthington Ltd. (See photo.)

3600 hp "M" line diesel, shown just before final road-testing.
CP Rail Photo

8 ***What were the largest driving wheels ever made?***

Ten feet; they belonged to a huge steam loco with a 2-2-2 wheel arrangement on England's Great Western Railway. One reason for the huge drivers (they were the middle 2 wheels only) was that the Great Eastern had a gage of seven feet. The largest drivers we know of on an American railroad measured 96 inches across, on a loco of the Camden & Amboy, built around 1847. Her drivers and truck wheels were made of wrought iron; the spaces between the spokes were filled with wood.

9 ***Do you know of any poems written about "Pea Vine" railroads?***

Yes. "Pea Vine Fast Express" was written in 1930 by "Ferg" James, of Hanna, Alta., Canada, as follows:

It's ten a.m. and the whistle blew,
And the engine throbs as the whole train crew
Are on the job, all tried and true,
On the Pea Vine fast express.

Old Frank in the cab, has a stranglehold
On the Johnson bar, while the black smoke rolled
And big Dan heaved coal like a stoker bold
On the Pea Vine fast express.

And out from old Hanna town they sped,
As conductor George his orders read
And collected fares with a steady tread
On the Pea Vine fast express.

She groaned to a stop at the Bonar switch
And fat brakeman Bill with a mighty twitch
Swung her down to the south without a hitch
T'was the Pea Vine fast express.

Then on through the countryside she roared
Like a bird in flight o'er the land she soared
And at Taplow, Jack yelled all aboard
For the Pea Vine fast express.

We went belching into the mining town
Like a frightened steed or a panting hound
As Jack called Sheerness up and down,
On the Pea Vine fast express.

Then old Roselyn soon hove in sight
As the grinding brakes were slapped on tight,
James scrambled out in an awful plight,
From the Pea Vine fast express.

The mail bags then flew thick and fast
The whistle screamed and the train had passed
As over the hill I saw the last
Of the Pea Vine fast express.

Some day when I have more leisure time
I will take you on to the end of the line,
And make an addition to this wee rhyme,
On the Pea Vine fast express.

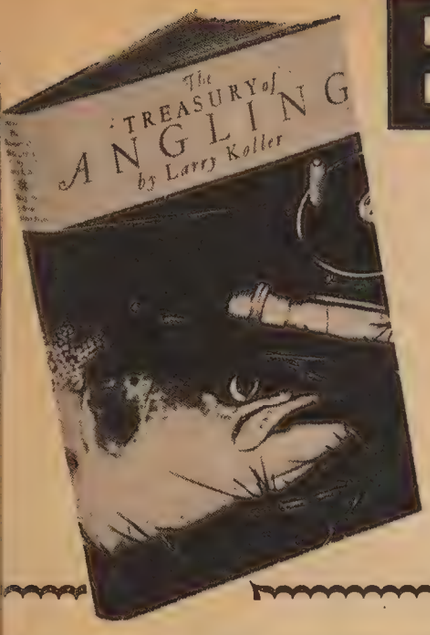
Actually, this poem was written tongue-in-cheek. The train mentioned in the poem travelled from Hanna to Wardlow, Alta., stayed overnight, and returned leisurely the next day. It was the line's only train with no hard and fast schedule; thus, it became known among the railroaders who worked on it as the "Pea Vine."

Running Extra

Recently an Ohio reader sent us a detailed letter answering an item of Robt. Lookup concerning Penn Central branch lines in Pennsylvania (Dec. issue). The letter included a chart of freight train schedules. While trying to figure out how to compress this to a small item, we noticed it was addressed to Lookup in care of our office. We are forwarding the letter, but this gives us a good opportunity to remind readers to please not write *our* office if they want to communicate with someone in Chicago, whose address we published.

An answer to D. Klaiman's query (March issue) was sent us by S. T. Miller of Kelowna, B.C., Canada, who says that a book by John Bentley, *No. 196*? (handwriting difficult here), published by Fawcett Publications of Greenwich, Conn., contained pictures and details of odd steam cars. He says he wrote to Klaiman, but his letter was returned. David E. Pinto of Montreal, Canada, says he remembers a magazine called

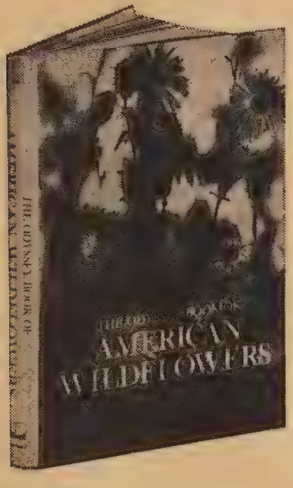
BOOK SALE!



Fascinating books, on all subjects, from presses and publishers all over the world are being offered in this spectacular book sale at truly amazing savings. These great bargains can provide you, your family and friends with hours of fun, information and diversion. Many of these fine books are profusely illustrated, luxuriously bound and true collector's items.

Look through the listings carefully and rush your order to us today. Many of these exciting values are in limited supply and will go quickly. Please yourself and your friends with these lavish gift items.

98. THE ODYSSEY BOOK OF AMERICAN WILDFLOWERS. 305 Photos by F. Grehan, Text by H. W. Rickett. Every one of the 305 flowers is represented in a large, full-color Photo for easy identification, with descriptive text, growth characteristics, habitat, etc. Contains the most stunning photos of flowers produced in book form in this country. 8½ x 11¾. Orig. Pub. at $12.95. **New, complete ed. Only $6.95**



8797. LAROUSSE ENCYCLOPEDIA OF THE EARTH. Foreword by Sir Vivian Fuchs. Intro. by Carroll L. Fenton. More than 500 Photos & Diagrams, mostly in color. Comprehensive, authoritative account of the anatomy and history of our planet, the geology, mineralogy, palaeontology—answers almost every question. Pub. at $17.50 **Only $9.95**

AN2. FISHERMEN'S DIGEST. Edited by Erwin A. Bauer. A treasury of fishing facts and secrets in which the best anglers in America tell you how to catch more fish . . . bigger fish . . . when and where to find the action. 320 large 8½" x 11" pages. **Only $4.95**

2965. HOW TO PLAY CHESS. By Emanuel Lasker. New revised edition of one of the best books for beginners. **Only $1.00**

2905. THE TREASURY OF THE GUN. By Harold L. Peterson. A gorgeous volume with hundreds of magnificent Full Color Photos, rare prints & drawings plus lively, informative text covering the history of the gun from gunpowder to magazine arms. Size 8½ x 11¾. Pub. at $15.00. **Only $7.95**

3653. HANDGUNNER'S GUIDE. By Chic Gaylord. Over 200 Illus. The definite guidebook on modern handguns and their use, including the art of the quickdraw and combat shooting, with a fascinating chapter on the great gun-fighters of the Old West. Pub. at $7.50. **Only $2.98**

2913. THE TREASURY OF ANGLING. By L. Koller, Hundreds of Full Color Photos by George Silk plus rare prints and drawings. The most beautiful and one of the most informative books on fishing. Thousands of tips on technique, life cycles of every important game fish, plus anecdotes and stories. Pub. at $16.95 **Only $7.95**

FRITZ HENLE'S FIGURE STUDIES. Masterpieces of photography of the female nude in color and black & white with technical data. Pub. at $6.95 **Only $2.98**

9208. THE TREASURY OF HORSES. By Walter D. Osborn & Patricia H. Johnson. Magnificently illustrated with hundreds of photos including 72 pages in sparkling color. A pictorial history of every breed of racing, riding and working horse from earliest times to the present. 8½ x 11¾. Orig. Pub. at $14.95 **Only $6.95**

9327. DIG FOR PIRATE TREASURE. By Robt. I. Nesmith. Illus. with prints, drawings, maps & photos of coins and jewels. Authentic information on buried and sunken treasure which remain to be discovered. Tells about the people who are finding treasure and tells how to hunt for treasure. Orig. Pub. at $6.00. **New, complete ed. Only $1.98**

9051. HENRY'S WONDERFUL MODEL T 1908-1927. By Floyd Clymer. A fond album of 500 photos, cartoons, ads, songs, jokes and informative text about America's favorite car. For the connoisseur there are statistics and diagrams 8¾ x 11¼. Orig. Pub. at $5.95. **Only $2.98**

8708. ARTHRITIS AND YOU. By J. W. Brooke, M.D. Sound information and advice on the different forms of arthritis, causes, treatment, research, national agencies and the adjustment of the arthritic and his family. Pub. at $3.00 **Only $1.00**

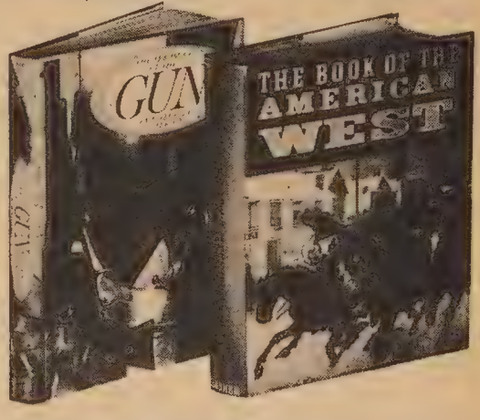
99. A HISTORY OF ORGIES. By Burgo Partridge. The public and private enjoyment of sex in its most unrestrained form from the time of the ancient Greeks to the 20th century. Orig. Pub. at $3.98. **New, complete ed., Only $1.98**

AN1. CAMPERS DIGEST. By Cecil Coffey. Brand new! First Edition. The first real comprehensive digest covering everything you ought to know about camping. The trails. Clothes. Tools. Equipment. The places to go. List of hundreds of the most scenic U.S. and Canadian camping grounds. **Only $4.95**

56. GREAT SEA BATTLES. By O. Warner. Over 250 Photos, plus many Full Color illus., maps, letters and diagrams. Magnificent presentation of some of the finest hours in the naval history of many nations. Covers the most dramatic moments of 400 years of conflicts from Lepanto to World War II. 9¾ x 12¾. Pub. at $25.00. **Only $9.95**

8027. THE LAST OF THE BANDIT RIDERS. By Matt Warner & M. E. King. 27 Photos. The life and exploits of Matt Warner, whose exploits as outlaw, cattle thief, bank and highway robber, cattle rustler and killer and subsequent reform after imprisonment is one of the most colorful first-hand accounts of banditry in the Far West in the 80's and 90's. A rare, out-of-print work of Americana, formerly available only at high premium prices. New, complete edition. **Only $2.98**

2821. THE BOOK OF THE AMERICAN WEST. Ed. by Jay Monaghan. The most magnificent array of historical fact, legend and lore about the West ever assembled in one volume. Actually 10 books in 1 volume: Beautifully illus. with drawings, paintings, engravings, historical maps, documentary art, old prints, woodcuts, lithographs, color plates by Remington, Russell, Catlin. Pub. at $22.50. **Only $9.95**



6651. THE TREASURY OF DOGS. By A. F. Jones & John Rendel. Beautifully illustrated with hundreds of photos by Walter Chandoha in striking color and in black & white with many additional reproductions of drawings & paintings. Every one of the 115 recognized breeds are expertly described: history, training, health & feeding, care, shows, competition, etc. 8½" x 12". Pub. at $9.95. **Only $5.95**

Gentlemen: Please send the items whose numbers I have entered below. FILL IN NUMBERS CORRESPONDING TO TITLES HERE, IN NUMERICAL SEQUENCE.

_____

_____

_____

_____

_____

THE PENTHOUSE, Dept. AN-RR-60
205 East 42nd St., New York, N.Y. 10017

Enclosed is check or M.O. for $.....

Please include a 25¢ charge for handling and mailing expenses.

NAME (Print).....

STREET ADDRESS.....

CITY.....STATE.....ZIP CODE.....

SUPERB QUALITY KNIVES

Only a man can really appreciate the superb qualities of Swedish EKA Pocket Knives. They are fashioned to satisfy the demands of men who seek the best. Several past U. S. Presidents have selected these knives for personal gifts.

Each slim knife is of the finest Swedish steel with a carbon content of 0.85% and a chromium content of 14%, hardened to a Rockwell C value of 58-60. Such steel produces the finest possible cutting edge, and every edge is tested prior to shipment. EKA knives are made with all the care and craftsmanship which is expected of quality items subject to everyday use.

The EKA knife represents the ultimate in a thoughtful, personal gift. A genuine leather sheath accompanies each knife.

A Etched stainless steel handles, chromeplated and hardened. Large blade, bottle opener, screwdriver, nailfile **10.50**

B Genuine lustrous mother-of-pearl handles. Large blade, bottle opener, screwdriver, nailfile **17.95**

C Etched with gold/black Swedish coat of arms scrollwork. Large blade, small blade, screwdriver, nailfile **14.95**

D Hardened satin finish stainless steel handles. Large blade, small blade, screwdriver, nailfile **13.50**

E Mother-of-pearl handles with deep lustrous finish. Small blade, nailfile. **14.95**

F Handles etched with Swedish coat of arms with gold/black scrollwork. Small blade, nailfile **11.95**

GUARANTEE: You must be completely satisfied. All merchandise returnable for full refund within 5 days of receipt.

THE PENTHOUSE / Dept. SK-RR60 / 205 E. 42 / New York, N.Y. 10017

Enclosed is $_____ ☐ Check ☐ Money Order

Please send me (quantity indicated in box):

☐ A @ 10.50 ☐ B @ 17.95 ☐ C @ 14.95

☐ D @ 13.50 ☐ E @ 14.95 ☐ F @ 11.95

Name _____

Address _____

City State Zip

Old Motor, which described all kinds of unusual transportation equipment.

Responding to a question about a train that disappeared is Ralph Edwards of Baltimore, Md. He says that a non-Sherlock Holmes story by Sir Arthur Conan Doyle, "The Lost Special," dealt with this subject.

An English reader wants details of Bangor & Aroostook RR. rolling stock, locos, and passenger service of the last 25 years; also info. on its gas-electrics (any photos loaned will be copied and returned).—D. Burrel, 36, Hitchen Hatch Lane, Sevenoaks, Kent, England.

Data on a railroad with reporting marks of PPL Co., possibly a small coal-hauling operation in Oklahoma; also identification of a road with abbreviation of C&SI, wanted by H. D. Conner, 1604 Blue Bonnet Dr., Fort Worth, Texas 76111.

"When did the B&O take off passenger trains to Louisville, Ky., and Rochester, N.Y.? Also, when did the Southern drop trains to East St. Louis, Mo?"—John Plesenski, 3223 109th Ave. S.E., Bellevue, Wash. 98004.

"What was the history and disposition of engines 32 and 84 that were in service on the Santa Fe's Middle Division about 1913 or shortly before?"—D. C. Coates, Sr., 1308 State St., Emporia, Kan. 66801.

"We have a builder's plate which seems to be stainless steel. We were told it came from the Bangor & Aroostook, but can't find it on their roster. Could you or your readers perhaps identify the engine? Builders plate reads: EMD-Serial 8615. Built April, 1949. R. Blt. July, 1957."—P. Barcomb, 41 Rose Ave., Rouses Point, N.Y. 12979.

Info. on photos, timetables, and tickets of the old Erie branch, Greycourt to Newburgh, N.Y., and especially of the Blooming Grove station are wanted by C. C. Gerow, Jr., 309 W. 38th St., Wilmington, Del. 19802.

"Recently, I read that the Seaboard Coast Line sold virtually every sleeping car they own to a South Carolina firm, Hamburg Industries. Why would HI want to acquire over 90 sleepers?"—Dale Christensen, 72 Pine Ave., Riverside, Ill. 60546.

B&O and Staten Island Rapid Transit passes are collected by Captain August W. Schell, Jr., Box 5, 6922nd Security Wing (USAFSS), APO San Francisco, Calif. 96274. Among others, he has four B&O and two SIRT No. 1 passes issued to President Roy B. White. Do any readers know of similar B&O or SIRT No. 1 or 2 passes, or are his unique?

"I want to contact ex-railroaders in the U.S. or Canada with experience on the Ferrocarriles del Estado of Chile."—Win Crowther, 2231 Woolsey St., Berkeley, Calif. 94705.

Data on the Texas interurban line which ran between Dallas and Denton from Oct., 1924, to 1931, is needed by Wm. E. Proctor, Box 7434, Denton, Texas 76203. Bill is doing research for a Master's thesis on street railways.

A full-page cartoon showing a Reading Co. president standing in the Reading Terminal market with two tickets to Pottsville and a roll of sausage under his arm appeared in an article on the Reading in a back issue of *Railroad Magazine*. Which issue was it?—H. Stuart Kenney, 430 E. Mt. Pleasant Ave., Philadelphia 19, Pa.

"Where can I find old private cars, especially ones previously owned by tycoons. I am employed on PC Lines east."—Hugh McCabe, 1020 Teall Ave., Syracuse, N.Y.

A Wonderful Collector's Item for Only $3.98

Dr. Hammond's Nerve and Brain Pills.
GUARANTEED THE HIGHEST GRADE ON THE MARKET.
SIX BOXES POSITIVELY GUARANTEED TO CURE ANY DISEASE for which they are intended. This will cure you if you feel generally miserable or suffer with a thousand and one indescribable bad feelings, both mental and physical, among them low spirits, nervousness, wearyness, lifelessness, weakness, dizziness, feeling of fullness like bloating after eating, or sense of goneness or emptiness of stomach in blurring of eyesight, memory, chilliness,
DR HAMMOND'S NERVE AND BRAIN PILLS
FOR THE CURE OF
OUR CLUB HAMMERLESS GUN, $5.45.
Weight, packed, about 10 lbs.
$5.45 Our Special Club Hammerless Shotgun.
CHOKE BORED
BORED FOR NITRO POWDER
No. 6R488 ORDER BY NUMBER
Electric Ring for Rheumatism.
These are the first rings introduced into the United States, all others being imitations. Their popularity has caused many rings to be placed on sale that are without any curative properties.
No. 8R1585 Gray metal, polished. Price, each..50c
No. 8R1588 Gray metal, gold plated on outside. Price each.....95c
If by mail, page extra
GOODYEAR WELT LACE, $1.98.
A RECORD BREAKER.
No. 15R863 HOW IT IS MADE. This shoe is made from the Badger calfskin over the fashionable Boston last, with handsomely perforated tip, vamp and lace stay, oak soles and a fine dongola top. The shoe is fitted in the best manner, with fine inside top facing. Fact is, it is made right along side of our best shoes by the same shoemakers, and no matter what the cost to us, you get such a shoe as no one else can offer for the price.
HOME MADE.
Sizes and half sizes, 5 to 11.
Widths, D, E and EE.
UNION MADE.
Weight averages 50 ozs.
For postage rate see page 4.
No. 15R863 Price, per pair.....$1.98
THE SEARS, ROEBUCK CATALOGUE
1902 EDITION OF
THE SEARS, ROEBUCK CATALOGUE
SEARS, ROEBUCK AND CO.
CHEAPEST SUPPLY HOUSE ON EARTH
OUR TRADE REACHES AROUND THE WORLD
Handled and Supplied over TWO MILLION Dollars
THE GREAT PRICE MAKER
THE REAL VALUE OF THIS BOOK IS PLAINLY SHOWN IN EVERY PRICE QUOTATION
PRICE 50 CENTS
Fulton, Desplaines, Jefferson & Wayman Sts
CHICAGO, ILL. U.S.A.
CATALOGUE No. 111
Introduction by Clev
Amory
FULL-SIZE 8½"x10⅝" REPRODUCTION

SEARS ROEBUCK 1902 CATALOG

AMERICA AT THE TURN OF THE CENTURY. When penny candy was king...when knickers were a boy's best friend and when a woman showed ankles, maybe. Enjoy all the nostalgia of a young, still largely rural America in this remarkable, and amusing book. Published in the Spring of 1902, this Sears Roebuck catalog mirrors the dreams and needs of Americans at a time when life was far less complex...much more fun, and cost far less!

Buggies were the rage. The 1906 Pure Food and Drug Act was four years away and you could still get a Sure Cure for Tobacco Habit... Dr. Rose's Arsenic Complexion Wafers and a white Ribbon Secret Liquor Cure. And prices were something else again...Toothbrushes 3¢...a drophead sewing machine guaranteed for 20 years and priced at only $10.45...a solid oak home organ for only $22...and high button leather shoes only $1.98! All are beautifully illustrated with fine steel engraving of the period.

This great book is over 700 pages, a large 8½" x 10⅝" (the actual size of the 1902 catalog) and has more than 40,000 items, carefully illustrated and fully described. It's really a joy to read, with a lesson in thrift and true American thinking for every member of the family...nostalgia for the older, an education for the young. It's a wonderful book, a wonderful gift, and at $3.98, a lot more for the money than you can find today. Only 1 printing—the supply is really limited. Order today. It's worth it!

FULL COLOR LAMINATED COVER

Only $3.98

-MAIL 10-DAY NO RISK COUPON-

HILLSDALE ASSOCIATES, Dept. 3361
208 East 43rd Street, New York 10017

Please send me _____ Sears Roebuck 1902 Catalogs for only $3.98 each plus 50¢ for postage and handling. I understand if not completely delighted, that I may return item within 10 days for a prompt and complete refund. Enclosed is check or M.O. for $_____.

Name_____

Address_____

City_____

State_____ Zip_____

☐ SAVE $1. Send only $7.98 for 2 catalogs, we pay the postage. Extra catalog makes a wonderful gift.

BOOKS OF THE RAILS

by Albert "Boomer" Herskovits

CANADIAN NATIONAL STEAM POWER, by Anthony Clegg and Ray Corley, hard cover, 128 pages, 12x9", with photos, drawings, diagrams; Trains & Trolleys, Box 1434, Station B, Montreal 110, Canada, $12.95.

This detailed and readable reference work on the disposition of CN steam locos from 1919 to 1960 provides some general history, but its main purpose is to describe motive power acquisitions by the road and its subsidiaries. CN's classification and numbering system can be somewhat bewildering, but the book does a good job of explaining it in simple terms. Its 60-page roster section is easier to follow than most public timetables. Photographic reproduction is excellent—in fact, the whole book is. We predict a heavy sale.

GOLD RUSH NARROW GAUGE, by Cy Martin, hard cover, 96 pages, 8½x11", illustrations, maps, index; Trans-Anglo Books, $6.95.

The White Pass & Yukon Route was built at the height of the Alaska Gold Rush of 1898. The Old West was fast disappearing by then, but the end of that furious and colorful time was to last a few years longer as thousands of men pushed through frozen mountain wastes to the rich Klondike valley. Martin traces the history of the WP&YR with special emphasis on the people who risked their lives building it. Space is devoted also to such characters as "Soapy" Smith, the local desperado who met his well-deserved end in a shootout in 1898. Old-time photos are well selected and improve the book's flavor. The main shortcoming, in our opinion, is that the long period from 1906 to 1936 is covered in only 2 to 3 pages.

THE CREST OF THE CONTINENT, by Ernest Ingersoll, hard cover, 359 pages, 8½x11", engravings, index; illustrations; The Rio Grande Press, Glorieta, N.M. 87535, $12.

It is not well-known that Ernest Ingersoll, the famous naturalist, worked for Canadian Pacific for some years supervising their publications. His interest in railroads, however, as well as his keen observer's eye, is easy to see in this reprint of an 1883 work. The locale is Colorado and, as Ingersoll relates his travels, the reader feels almost as though he were along, too. Reproductions of many fine engravings enhance the text. Some show Denver & Rio Grande locos traversing the countryside. The book is recommended as a highly literate account of Colorado in the '80's. ●

Our Cut-Rate Book Service

As a service to readers, we sell books at about 5 percent off publisher's price. Our discount applies to almost any English-language railbook still in print, if it retails at $3.50 or more. All postpaid.

New York State residents must enclose 3 percent sales tax with each order. But we do not charge a New York City sales tax because our book agency is located in New Rochelle, N.Y., which has no city sales tax. To avoid delay, send separate checks for books and magazine subscriptions.

The books are available only by mail. *Railroad Magazine Book Service*, 205 East 42nd Street, New York, N.Y., 10017. Here are a few suggestions:

	List Price	Our Price
THE RAILROAD SCENE, Wm. Middleton	$ 8.95	($ 8.50)
THE RAILROAD CABOOSE, by Wm. F. Knapke	$ 7.95	($ 7.55)
BESSEMER & LAKE ERIE, 1869-1969, Beaver	$10.00	($ 9.50)
TRAIN WRECK! Wesley J. Griswold	$ 5.95	($ 5.65)
RIO GRANDE CAR PLANS, Robt. J. Wayner	$ 5.95	($ 5.65)
VINTAGE STEAM, by J. E. Kite	$ 5.75	($ 5.55)
LAKE SUPERIOR RAILROADS, Dorin	$10.95	($10.40)
SHORTLINES OF ARKANSAS, Hull	$ 9.95	($ 9.45)
L&N STEAM LOCOMOTIVES, Richard Prince	$12.50	($11.90)
IRON HORSES TO PROMONTORY, Gerald M. Best	$10.00	($ 9.50)
WESTWARD TO PROMONTORY, Barry B. Combs	$10.75	($10.20)
INTERURBAN INTERLUDE, by E. J. Quinby	$ 7.95	($ 7.55)
PENNSY POWER II, Staufer and Pennypacker	$15.00	($14.25)
TRAIN WATCHER'S GUIDE TO CHICAGO	$ 3.15	($ 3.00)
HEADLIGHTS & MARKERS, Donovan and Henry	$ 6.95	($ 6.60)
MEXICAN NARROW GAUGE, by G. M. Best	$ 7.50	($ 7.15)
NORTHERN PACIFIC, by Chas. Wood	$13.95	($13.25)
DESTINATION TOPOLOBAMPO, Kerr and Donovan	$ 7.95	($ 7.55)
TRAIN WRECKS, by Robert C. Reid	$12.95	($12.30)
AMERICAN LOCOMOTIVES, by John H. White	$20.00	($19.00)
CN STEAM POWER, by Clegg and Corley	$12.95	($12.30)
THE AMERICAN STEAM LOCO, Vol. I	$14.50	($13.75)
OVER THE HILLS TO WOODSTOCK, by Mead	$ 3.50	($ 3.35)
MORRISTOWN & ERIE, T. T. Taber III	$ 6.95	($ 6.70)
STEAM IN '60's, Ziel and Foster	$10.00	($ 9.50)
20TH CENTURY, by Lucius Beebe	$ 5.95	($ 5.65)
GOLD RUSH NARROW GAUGE, by Cy Martin	$ 6.95	($ 6.60)
DELAWARE & HUDSON, by Shaughnessy	$15.00	($14.25)
NC&StL: HISTORY, STEAM LOCOS, by Prince	$12.00	($11.40)
ALASKA RAILROAD, by Edwin Fitch	$ 7.95	($ 7.55)
BOSTON & ALBANY (politics, economics), Salsbury	$10.00	($ 9.50)
MAN FROM STEAMTOWN (Blount), by Adair	$ 3.95	($ 3.80)
RAILS TO BLUE RIDGE, H. H. Harwood	$ 4.50	($ 4.25)
NARROW GAUGE TO REDWOODS, Dickson	$ 6.95	($ 6.70)
NYC EARLY STEAM POWER, by Staufer	$15.00	($14.25)
ALL ABOARD! Willis F. Dunbar	$ 7.95	($ 7.55)
RAILS TO POSSUM TROT, by J. A. Stowe	$ 2.50	($ 2.40)
SUPER POWER STEAM LOCOS, by R. J. Cook	$ 8.95	($ 8.50)
RAILROADS OF YOSEMITE VALLEY, H. Johnston	$ 8.50	($ 8.05)
SNOWPLOW, by Gerald M. Best	$ 6.00	($ 5.70)
THE TRAINS WE RODE, Beebe and Clegg, Vol. I	$15.00	($14.25)
THE TRAINS WE RODE, Vol. II, Beebe-Clegg	$15.00	($14.25)
LOCOMOTIVES THAT BALDWIN BUILT, Westing	$12.95	($12.30)
OPEN THROTTLE (rail-fiction stories)	$ 3.75	($ 3.55)
RAILROAD AVENUE, by Freeman Hubbard	$ 5.95	($ 5.65)
GREAT DAYS OF THE CIRCUS, by Freeman Hubbard	$ 5.95	($ 5.65)
STEAM POWER: C&NW, by Charles T. Knudsen	$10.00	($ 9.50)
STEEL RAILS TO SUNRISE, Ziel and Foster	$12.95	($12.30)
GREAT LAKES CAR FERRIES, by Geo. Hilton	$ 6.00	($ 5.70)
THE OVERLAND LIMITED, by Lucius Beebe	$ 5.95	($ 5.65)
THE MA & PA, by George W. Hilton	$ 5.00	($ 4.75)
THE RUTLAND ROAD, by Shaughnessy	$10.00	($ 9.50)
HAWAIIAN RAILWAYS, by John Hungerford	$ 4.95	($ 4.70)
HISTORIC RAILWAY DISASTERS, by O. S. Nock	$11.00	($10.45)
RAILROADS IN MICHIGAN, W. F. Dunbar	$ 7.95	($ 7.55)
LOCOMOTIVES OF DICKSON MFG. CO., Gerald Best	$10.00	($ 9.50)
COLLECTOR'S BOOK OF LOCOMOTIVE, E. Alexander	$15.00	($14.25)
ATLANTA AND THE OLD SOUTH, Wilbur G. Kurtz	$ 5.98	($ 5.70)
RAIL ROUTES SOUTH, Leonard P. Curry	$ 5.95	($ 5.65)
NEW HAVEN RAILROAD, John L. Weller	$ 8.95	($ 8.50)

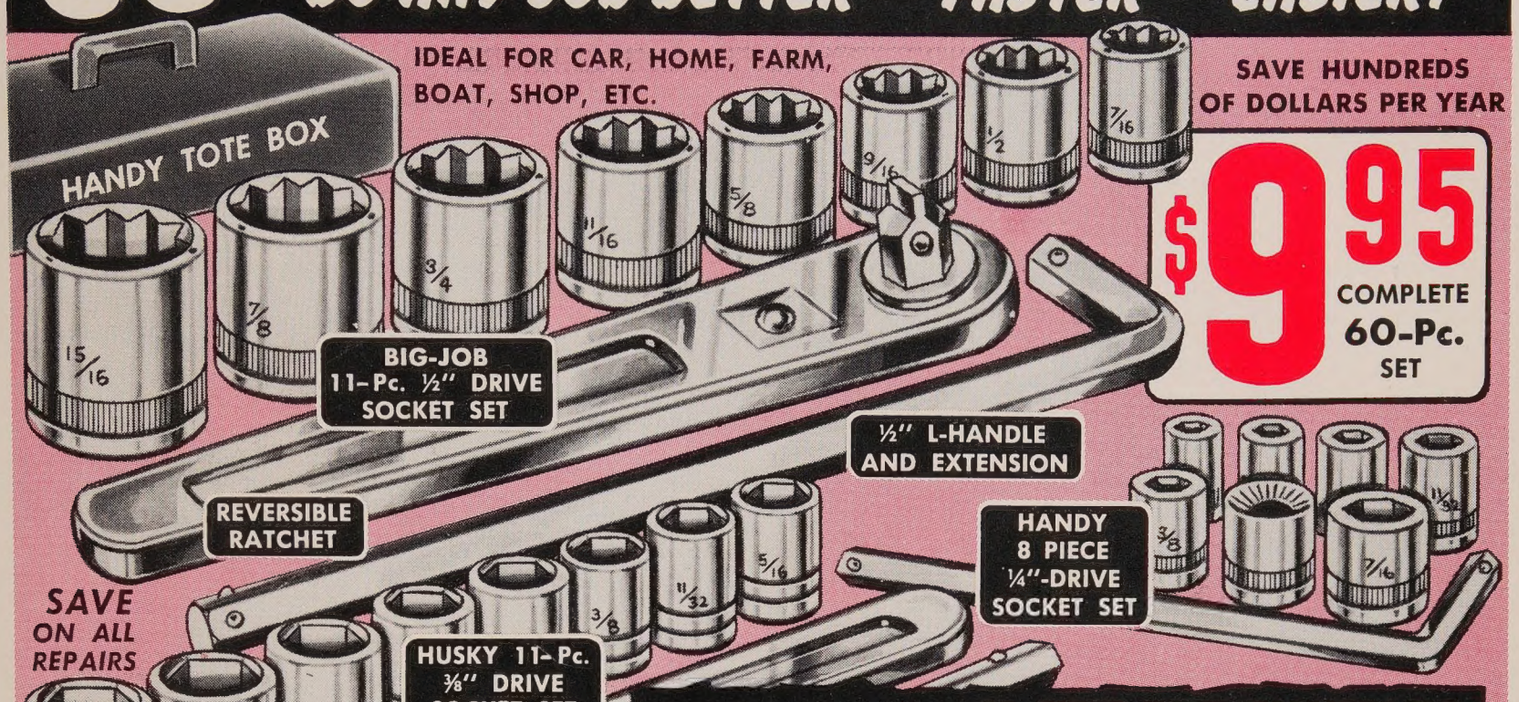
60 Pc. PROFESSIONAL SOCKET WRENCH & TOOL SET

DO ANY JOB BETTER — FASTER — EASIER!

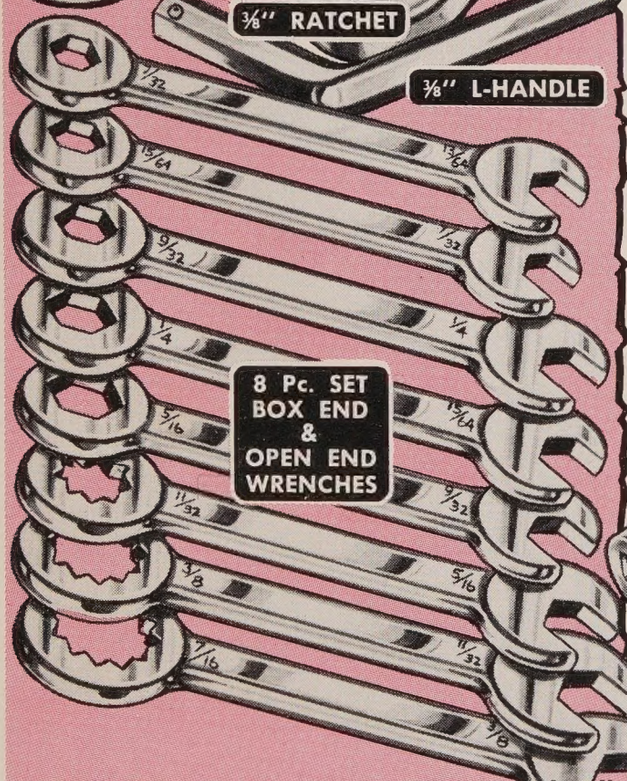
IDEAL FOR CAR, HOME, FARM, BOAT, SHOP, ETC.

SAVE HUNDREDS OF DOLLARS PER YEAR

$9.95 COMPLETE 60-Pc. SET


HANDY TOTE BOX
BIG-JOB 11-Pc. ½" DRIVE SOCKET SET
½" L-HANDLE AND EXTENSION
REVERSIBLE RATCHET
HANDY 8 PIECE ¼"-DRIVE SOCKET SET

SAVE ON ALL REPAIRS



INCLUDED! 21 PIECE INTERCHANGEABLE SCREW DRIVER & SOCKET SET

The handiest tool you've ever used. For those hard-to-get-at places. Complete with right, left, and rigid ratchet.

THIS SET ALONE REGULARLY SELLS FOR **$5.95**

COMPLETE WITH CARRYING CASE!
STOWS EASILY IN YOUR GLOVE COMPARTMENT, TOOL OR TACKLE BOX.

NOW FOR THE FIRST TIME a quality tool set to handle any job at a price so low to please every one. Whether you're a mechanic — a garage or farm worker — a gas station owner — or a handyman, you'll find this tool set is a real time and work saver. Can save you hundreds of dollars on repairs of all kinds.

YOU GET EVERYTHING SHOWN! HEAVY DUTY 11 Pc. ½" DRIVE SOCKET SET with 15/16" - 7/8" - 3/4" - 11/16" - 5/8" - 9/16" - ½" - and 7/16" sockets, 1 reversible ratchet, 1 L handle and extension • HUSKY 11 Pc. ⅜" DRIVE SOCKET SET with 5/8" - 9/16" - ½" - 7/16" - 13/32" - 3/8" - 11/32" and 15/16" sockets, 1 reversible ratchet, 1 L handle and extension • UTILITY 8 Pc. ¼" DRIVE SOCKET SET from ⅛" to 7/16" sockets • VERSATILE 8 Pc. BOX END AND OPEN END WRENCH SET • COMBINATION 21 Pc. INTERCHANGEABLE SCREW DRIVER AND SOCKET SET with the right, left, and rigid ratchet that makes it a breeze to reach those hard to get at places.

FREE TRIAL OFFER! USE THIS SET FOR 10 DAYS and SEE FOR YOURSELF. If for any reason you are not 100% satisfied, return the set for a full refund.

NIRESK DISCOUNT SALES A DIVISION OF NIRESK IND. **CHICAGO 60606**

MONEY BACK GUARANTEE!

NIRESK DISCOUNT SALES Dept. BJ-92 ___
Chicago, Illinois 60606

Please rush _____ 60 pc. SOCKET WRENCH AND TOOL SETS on MONEY BACK GUARANTEE

Name_____

Address_____

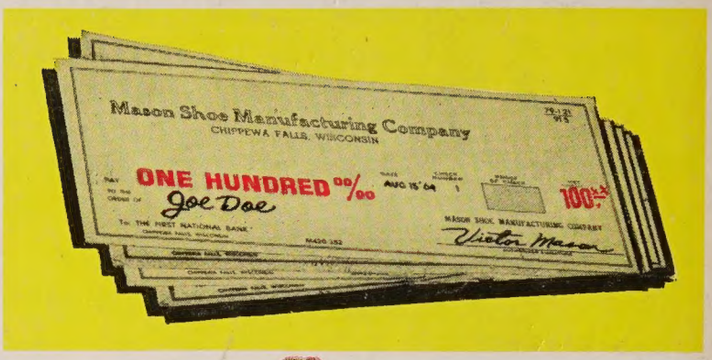
City_____ State_____ Zip_____

☐ I enclose $9.95 plus $1.00 each set for postage and handling.

☐ Ship C.O.D. I will pay C.O.D. charges & postage.

To Canada: $12.95 including Postage & Duty

It's easy to make up to $100.00 a week in your spare time . . . and get . . .



FREE SHOES for LIFE too!

when you accept as few as 5 orders a month as a Mason Shoe Counselor in your neighborhood.

HOW would you like to collect a handsome "second salary" week after week and get FREE SHOES FOR LIFE, too? it's easy! Just introduce nationally-advertised Mason shoes to friends, neighbors and other people you meet.

Regardless of your age, education or experience—even if you've never sold a thing before in your life—you can make $5.00 to $10.00 an hour in your spare time as a highly respected Mason Shoe Counselor.

You don't invest a cent! Your FREE demonstration Outfit rings up the sales fast — virtually automatically!

Yes, we send you a FREE Demonstration Outfit that starts making good money for you *the very first hour!* You don't invest a penny. You carry no inventory. You have no overhead expenses. But you *do* keep 100% of your profits! Many Mason Shoe Counselors sell 2, 3, 4, even 5 pairs of shoes in one short visit to a friend's house — *it's that easy!* You, too, can earn $50.00, $75.00, $100.00 or more a week and

GET FREE SHOES FOR LIFE

That's right—you are eligible to receive FREE SHOES every six months . . . as long as you continue to send as few as 5 orders every month. These FREE shoes are an extra bonus in addition to the big cash commissions you collect on every sale. You choose any shoe in the Mason line . . . select for yourself, your wife, your children.

Greater selection than any retail store!

Mason shoes sell fast! That's because you offer 275 styles for men, women and children . . . with many *exclusive* comfort features. When it comes to fit, you draw on Mason's stock of 300,000 pairs, sizes 4 to 16, widths AAA to EEEE. And every sale means *automatic* repeat and referral business—'cause Mason shoes are NOT sold in stores. Folks must buy from YOU every time!

Get started right away!

Mail the coupon below and we'll rush the FREE Demonstration Outfit that puts money into your pocket the very first hour! Starts you on your way to a $100.00 a week extra income plus FREE SHOES FOR LIFE! Send no money now or later. Get everything FREE. No obligation. Rush the coupon TODAY!

© Mason Shoe Mfg. Co. 1964

Rush Coupon for your FREE OUTFIT!

We give you everything you need to make big cash profits from the very first hour. Mail the coupon for your FREE Outfit today!

MASON SHOE MFG. CO.
Dept. H-622
Chippewa Falls, Wisconsin

RUSH COUPON FOR YOUR FREE OUTFIT!

MASON SHOE MFG. CO., Dept. H-622
Chippewa Falls, Wisconsin

OK, show me how I can make up to $100.00 a week in spare time —and get FREE SHOES FOR LIFE! Rush me—FREE and without obligation—everything I need to start making BIG MONEY in my very first spare hour.

NAME.....
(Please print)

ADDRESS.....

CITY.....**STATE**.....**ZIP CODE**.....
(If known)